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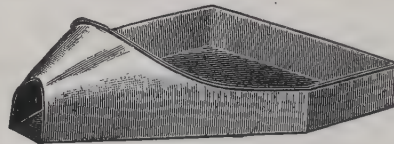
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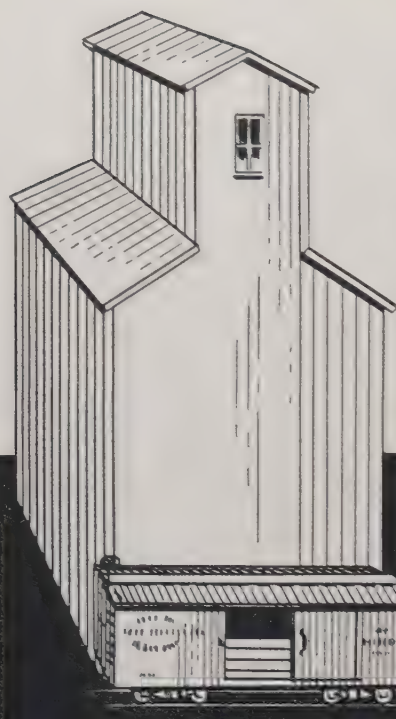
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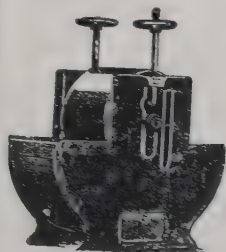
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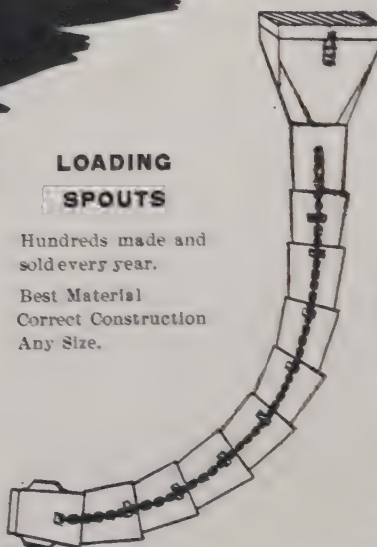


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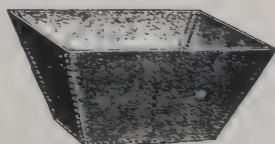


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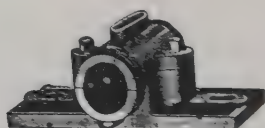


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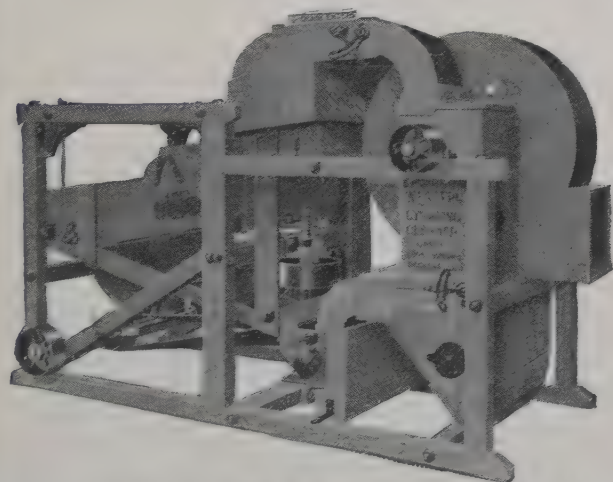
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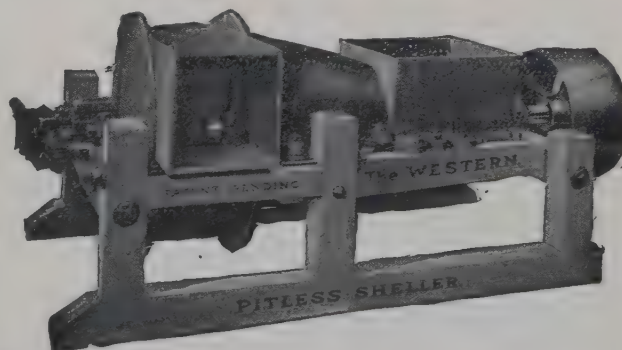
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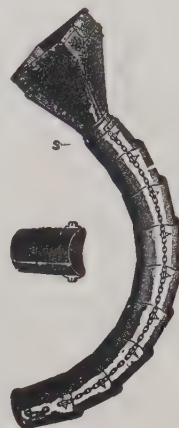
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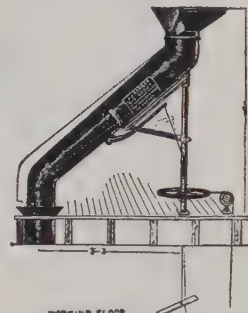
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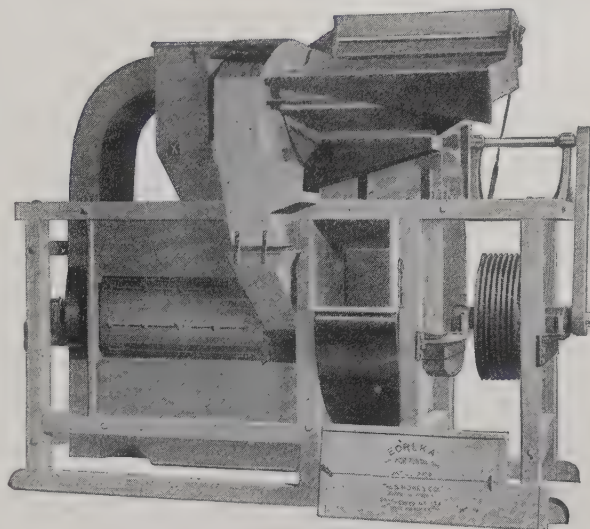
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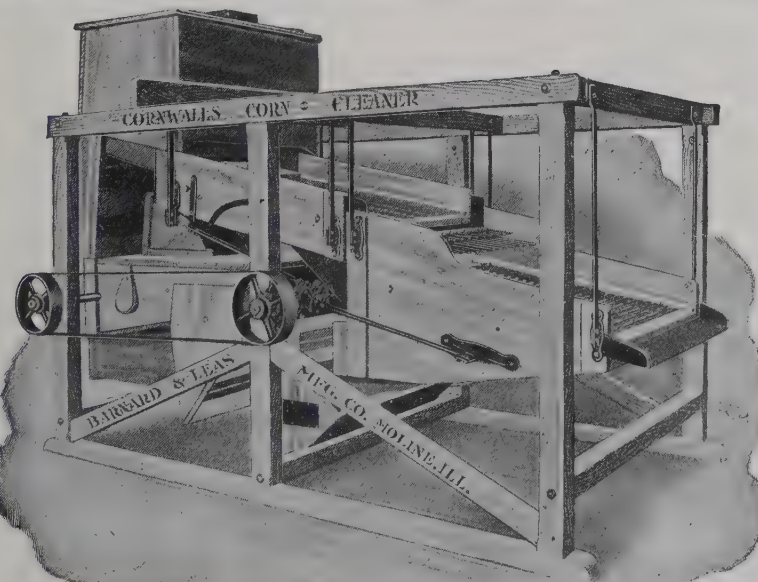
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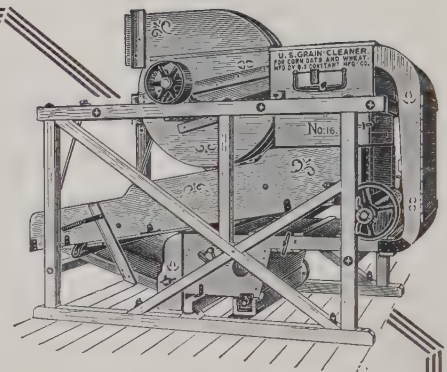
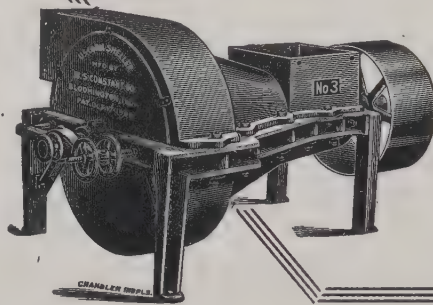
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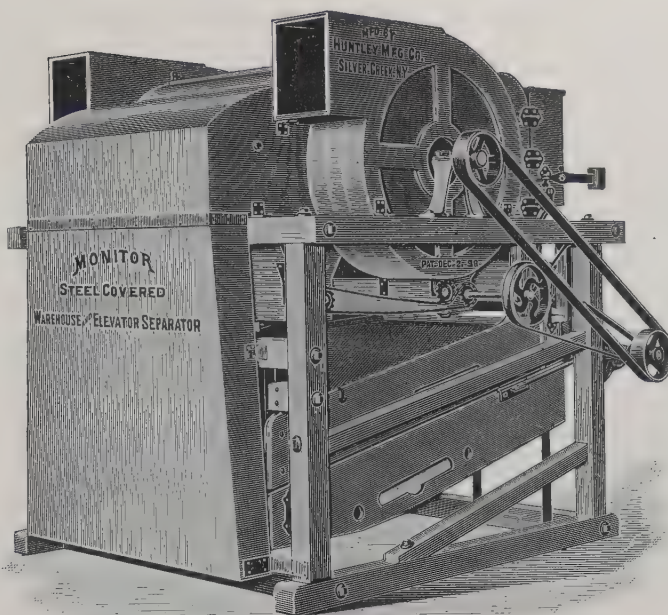
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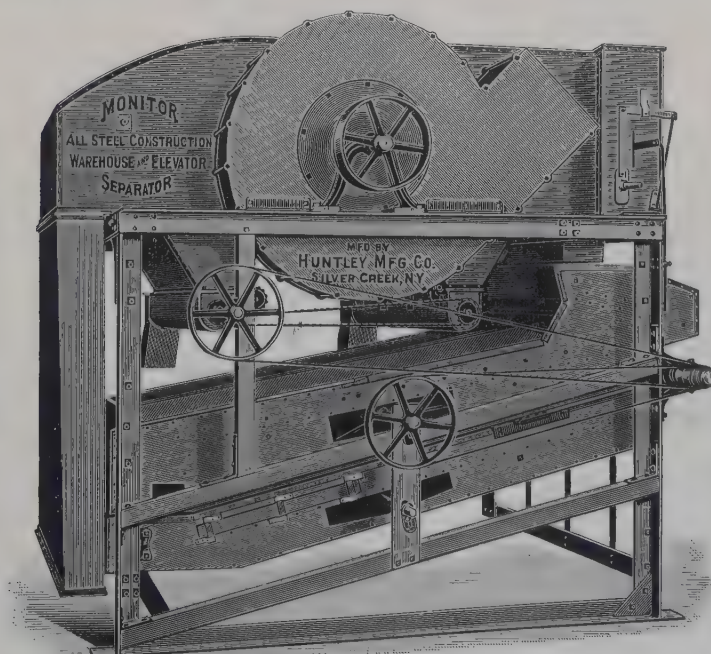


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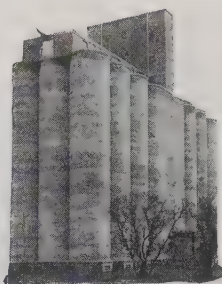
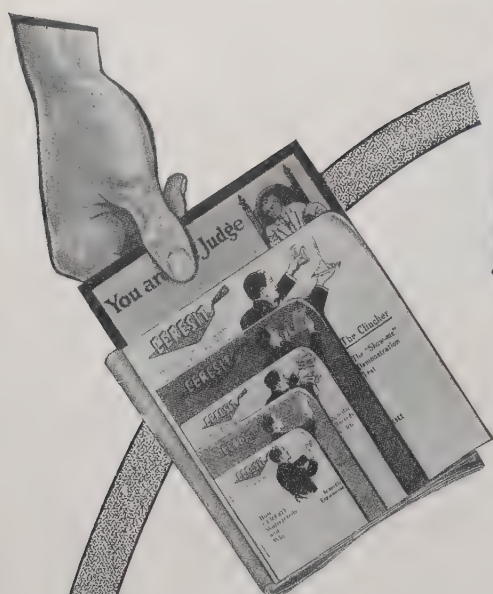
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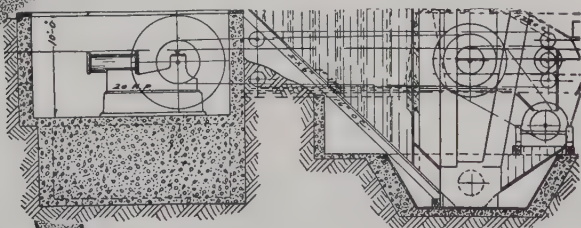


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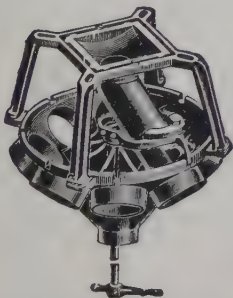
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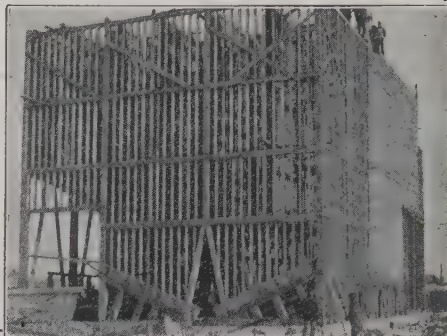
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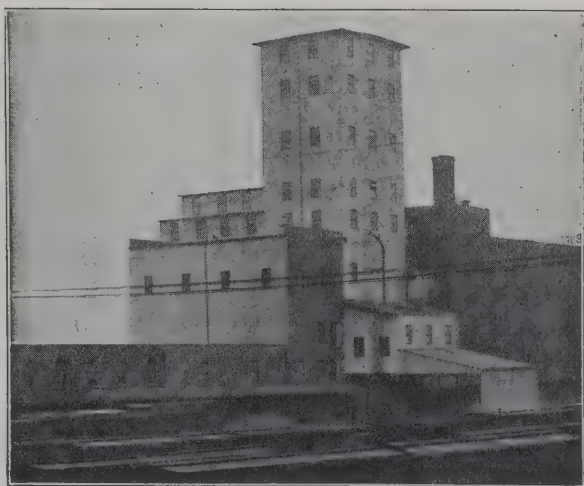
At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

Price \$1.75. Address,

GRAIN DEALERS JOURNAL,

La Salle Street, Chicago, Ill.

**Reinforced Concrete Grain Elevator,
Feed Mill and Warehouse, built in 1910
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Warehouses. We prepare plans and make
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Reliable elevators

assure a contractor of
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"Burrell built" elevators
have a reputation of best
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This Fire Proof Seed Warehouse and Grain Storage constructed of Reinforced Concrete frame with brick enclosing walls just completed for the Courteen Seed Company, Milwaukee, Wisconsin.

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Dust
Collecting
Systems
for your
elevator.

**CYCLONE Dust
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for your cleaners.

Complete slow
speed dust collect-
ing systems installed
on modern plans and
guaranteed.

Write today for further
information.

Cyclone Blow Pipe Co.

CHICAGO



BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without
shucks) and GRIND all kinds of
small grain. Have Conical-Shape
Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)
Handy to Operate. Ten sizes
2 to 25 Horsepower.

FREE Booklet on "Values of
Feeds and Manures."

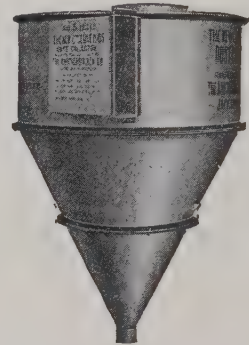
The N. P. Bowsher Co.
South Bend : : Indiana

FEED MILLS



THE DIFFERENCE

in the construction of its "in-
wards" eliminates three-quarters
of the internal friction -- that
saves power.



**The New "1905"
Cyclone Dust Collector**

Write for our Catalog.
Investigate.

The Knickerbocker Co.
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THE 6-COLUMN ENTRY BOOK

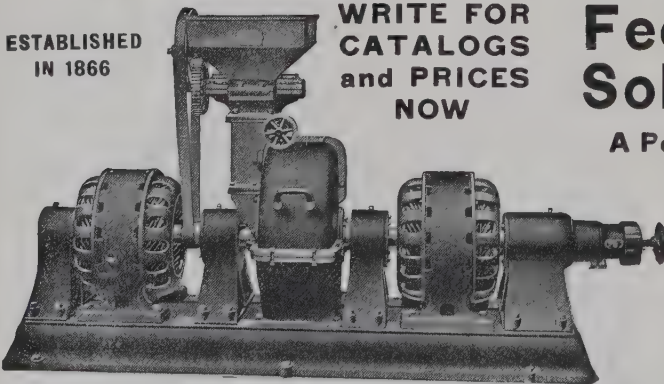
is designed for original entry work, but it is adaptable to many different uses. It has one wide column and 6 narrow columns on each of its 150, 94x12 inch pages. The column headings are blank and can be filled in by user to suit his requirements. The book is made from canary colored writing paper, clearly ruled in three colors, and bound in marble board covers with Russia leather back and corners. Order Form No. 726. Price \$1.00

GRAIN DEALERS JOURNAL,

La Salle Street, - CHICAGO, ILL.

"Monarch" Ball Bearing

ESTABLISHED
IN 1866



WRITE FOR
CATALOGS
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NOW

**Feed Grinders will always
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A Positive Saving of 25% or More in Power.

Don't Forget!

that we make Direct connected electric motor, as well as Belt Driven Ball Bearing Double-head or Single-head Feed Grinders and Corn Crackers, Our Specialty

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

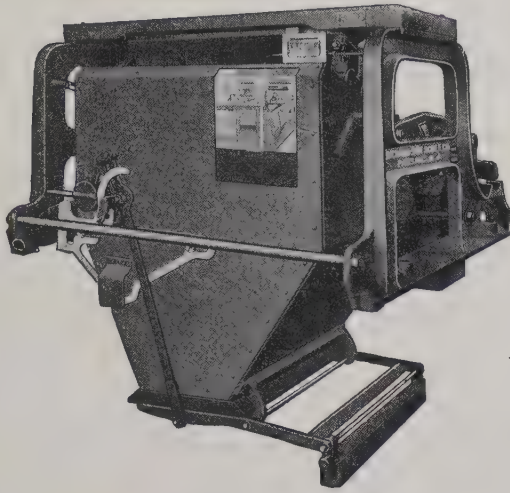
"Monarch" Ball Bearing Direct Motor Driven Attrition Mill
We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

SPROUT, WALDRON & CO., MUNCY, PA.

WESTERN OFFICE: 9 South Clinton Street, CHICAGO

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40 AUTOMATIC SCALES



We've just shipped these to one grain company for weighing grain from 40 of their elevators.

60 days ago another company ordered 47 Richardsons.

The Canadian Government will soon be using 6 Richardson Automatic Scales for shipping and receiving at the rate of 90,000 bushels per hour.

A new book on the **standard** Richardson Elevator Scale is just off the press—get it—you will be interested in it.

RICHARDSON SCALE COMPANY

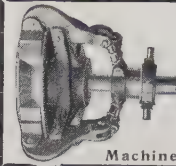
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DON'T PAY TWO PRICES for a Friction Clutch

Some sizes as low as one dollar per horsepower. This clutch will carry 25 to 50% overload. Built any size 5 to 100 HP. Write today for circular and discounts.

Decatur Fdy. Furnace & Machine Co., Dept. D, Decatur, Ind.

The ELLIS DRIER COMPANY

Drying Engineers and Contractors

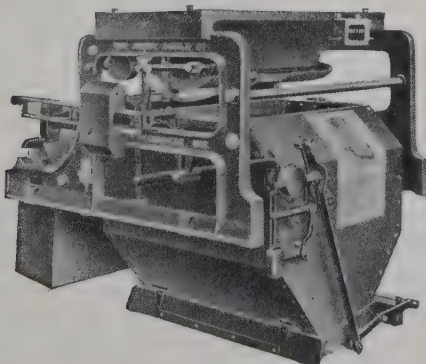
We manufacture a high class machine particularly adapted to mill and elevator use where uniform drying and quality of work is paramount.

GRAIN DRIERS OAT BLEACHERS

734 Postal Telegraph Bldg.
Chicago, U. S. A.

Shipping out a carload of dollars each day without an accurate record of receipts is a poor business practice.

Every car of grain is a car of dollars, and every leakage is a loss. You should know positively of every cent put into a car, every pound of grain weighed out.



An AVERY AUTOMATIC SCALE furnishes you with an accurate record at all times, and is positive evidence in the collection of your claims.

Avery Scales are right. Write us for particulars.

AVERY SCALE CO.

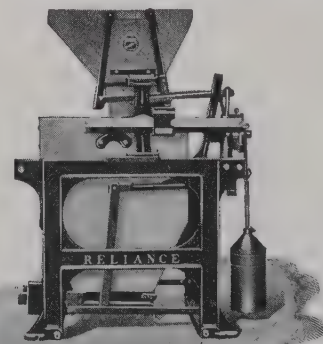
N. Milwaukee, Wis.

723 Monadnock Bldg., Chicago.
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In the very near future an AUTOMATIC SCALE will not be recognized unless it has a RESERVE.



If you expect to buy an Automatic Scale that will stand inspection next year and for years to come, buy one with a RESERVE.

The RELIANCE is the first and, in fact, the only automatic scale on the market today equipped with a RESERVE.

Send for our latest catalog which will tell you all about it

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The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days trial. Write for circulars and prices.

Manufactured and for sale by
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NEW ERA MANLIFT



Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS
POWER ELEVATORS
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Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio
Mention this paper.

SUCCESS SAFETY MAN LIFT

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1913

DO IT NOW

HASTINGS
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**Complete Elevator
Equipment**

Order Now, Prices will be
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KANSAS CITY MISSOURI

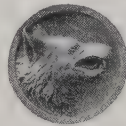
Get about your place of business in comfort

It isn't necessary to wear yourself out by tiresome stairclimbing—in fact, it isn't necessary to climb stairs at all. Equip your mill or elevator with a modern and improved

WOLF EMPLOYEES' ELEVATOR

and the tiresome and troublesome work of traveling from floor to floor by the steep stair route will be a thing of the past.

Considering the service this machine will give, the price is mighty reasonable. Built in any height. Write for prices and description.



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Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

GRAIN DEALERS JOURNAL
La Salle Street, CHICAGO, ILL.

The BERNERT

Pneumatic Grain Conveyor and Elevator

For car-loading, conveying and elevating.

It will transfer around angles.

It will not produce chaff, crack or bruise any grain or corn.

Positive force feed ahead of the fan, no matter how light the material to be transferred.

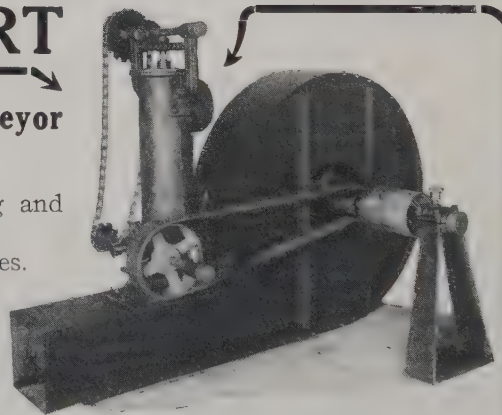
Durable, simple.

Do not delay, but write for Catalog No. 5 to-day giving you more information.

BERNERT MFG. CO.

Removed Office to 759 33rd Street

MILWAUKEE, WISCONSIN



Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

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Grain Dealers Journal
La Salle St. Chicago, Ill.

CLARK'S Car Load Grain Tables

Seventh Edition Revised and Enlarged

WITH these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels.

Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables from 20,000 to 75,000 lbs.

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PAPER—These tables are printed on durable heavy linen ledger paper and bound in leather covers with marginal index. Price, delivered, \$2.50.

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THE AUTOMATIC DUMP CONTROLLER



This new and simple device for the controlling of the drop of wagon dumps, is the only machine on the market; no attention or power in operating.

It is entirely out of the road and completely automatic.

Our list of testimonials and number of duplicate orders shows their usefulness.

As the easy dumping of a man's wagon is pleasing to them as well as prevents expense for repairing wagons, and the chances for dissatisfaction.

Hundreds in use. Satisfaction guaranteed.

For further particulars, address

L. J. McMILLIN, Indianapolis, Ind.

BOUGHT A BOSS CAR LOADER

In 1903, and used it continually ever since.

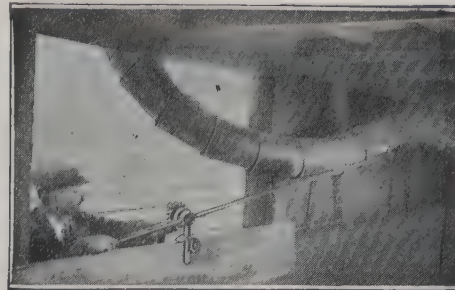
Read this user's convincing testimonial:—

"We bought one of your car loaders in 1903, and have been using it continually ever since. It does just as good work now as it did when we installed it, and we recommend it highly."
SEWARD & HAKESTRAW, OAKFORD IND.

A BOSS CAR LOADER

is the most compact, durable, practical and satisfactory of all car loaders. Let us send you a "Boss" on trial.

MAROA MFG. CO., Dept. 3, Maroa, Ill.



The Englehart Flexible Spout Holder and Carloader

Saves pocketing of dust and dirt and lower grades of grains right in front of car door. Will grade your grain from one to two points higher on account of even distribution, which pays for itself. Saves time and annoyance of crawling into car when loading. Fully guaranteed. Write now for descriptive matter and references.

"Good proposition for Agents."

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Minneapolis, Minn.**

Seed Trade Reporting Bureau, Chicago, Agents

L. E. TAYLOR & CO.,

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.,

of Grain Dealers Journal, published semi-monthly at Chicago, Ill., required by the Act of August 24, 1912.

Editor, R. R. Rossing, 315 So. La Salle St., Chicago, Ill.

Managing Editor, Charles S. Clark, 315 So. La Salle St., Chicago, Ill.

Business Manager, Charles S. Clark, 315 So. La Salle St., Chicago, Ill.

Publisher, Grain Dealers Co., 315 So. La Salle St., Chicago, Ill.

Owners: (If a corporation, give names and addresses of stockholders holding 1 per cent or more of total amount of stock): Charles S. Clark.

Known bondholders, mortgagees, and other security holders, holding 1 per cent or more of total amount of bonds, mortgages, or other securities: None ever issued.

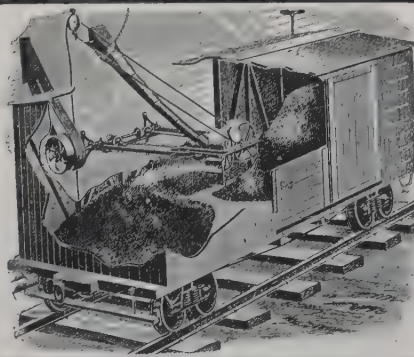
CHARLES S. CLARK,
Business Manager.

Sworn to and subscribed before me this 1st day of October, 1913.

[Seal.] GERARD ALLAN ABBOTT,
Notary Public.

My commission expires Dec. 3, 1913.

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.



IT CLEANS THE GRAIN

It removes dust from oats, as well as dust from all other grains. It is compact, and when not in use projects only 14 inches from the building. The

CHAMPION CAR MOVER

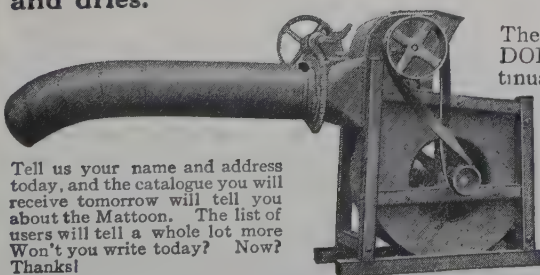
will do all we claim for it. It is made of steel and stands weather exposure. Write to-day for particulars and price.

E. BAUDER, Manufacturer, STERLING, ILL.

A Mattoon Car Loader

not only fills the largest car to full capacity, but actually betters the quality of your grain.

This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now? Thanks!



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.

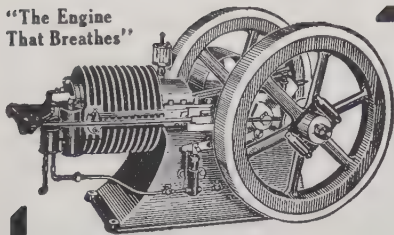
Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

"The Engine
That Breathes"



THE GADE "BIG SIX"

The Gade Air Cooler for Your Elevator

Twelve Months Service Every Year!

Quality Built — Easily Operated — Saves Every Third Gallon of Fuel

Put the GADE AIR COOLER in your Elevator and you will have an efficient, reliable engine that will work for you every hour of the day. It is economic on fuel consumption; always ready, summer or winter; seldom gets out of order and it won't be long before the GADE will save you enough money to pay for itself.

Get our special proposition at once for ELEVATOR MEN.

GADE BROS. MFG. CO., 110 Main St., Iowa Falls, Iowa

New Era and Little Giant Gas and Kerosene Engines, 8 to 100 H. P.
Refrigerating Plants, 100 lbs., 2, 4 and 6 ton capacity.
McKeown Hoisting Engines, 14 H. P., 20 H. P., 24 H. P.

The Portsmouth Engine Co.
PORTSMOUTH, OHIO



**A perfect
belt to drive
that feed mill**

Feed mills require much power at very high speed, thus small pulleys and short centers are desired.

Peerless-V-Belt

operates at high speed on short centers, without lubrication or noise. The abundance of slack assures freedom from pressure on bearings. These belts are not affected by moisture, dirt or dust, and are always clean.

Principle of wedge utilized assures a non-slipping belt.

Write for more about this belt, in Book 115. Let us tell you what it has done.

PEERLESS-V-BELT COMPANY
Chicago Cedar Rapids New York

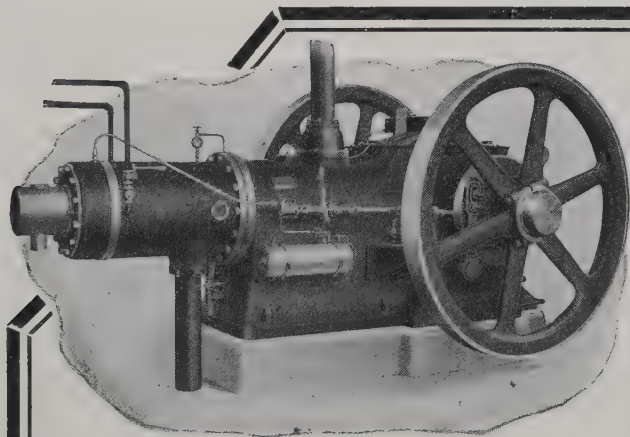
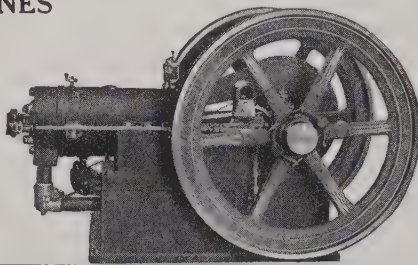
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The Engine with a Rotary Built-in Magneto and no Batteries. Do you realize how much time and money this saves you during the year?

An Engine of Quality, guaranteed against defects at all times. Gives the user entire satisfaction. Built in sizes from 2 to 50 H.P.

Write for our large new catalogue and prices before buying.

THE JOHN LAUSON MFG. COMPANY
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Every man who has ever investigated the workings, construction, principle, design and operation of a

"MUNCIE" Oil Engine

has profited by it.

That is one reason why hundreds of users will testify that the "MUNCIE" is the cheapest and best power known.

No batteries or magneto, no breakdowns, few working parts, operates on any liquid fuel and renders utmost power for fuel consumed.

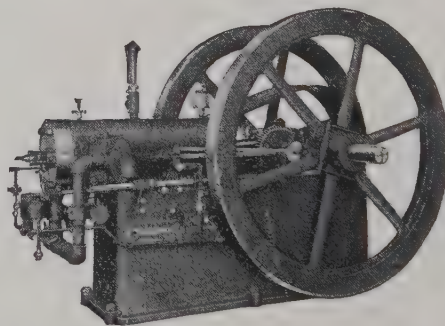
If you, too, will make this day a profitable one, write

MUNCIE OIL ENGINE CO.

54 Ohio, Cor. Railroads

MUNCIE, IND., U. S. A.

Fairbanks-Morse Oil Engines



**Give Reliable Power and
Use Low-Priced Fuel**

Catalog No. 550A35 on request.

Fairbanks, Morse & Co. 900 S. Wabash Ave.
Chicago, Ill.

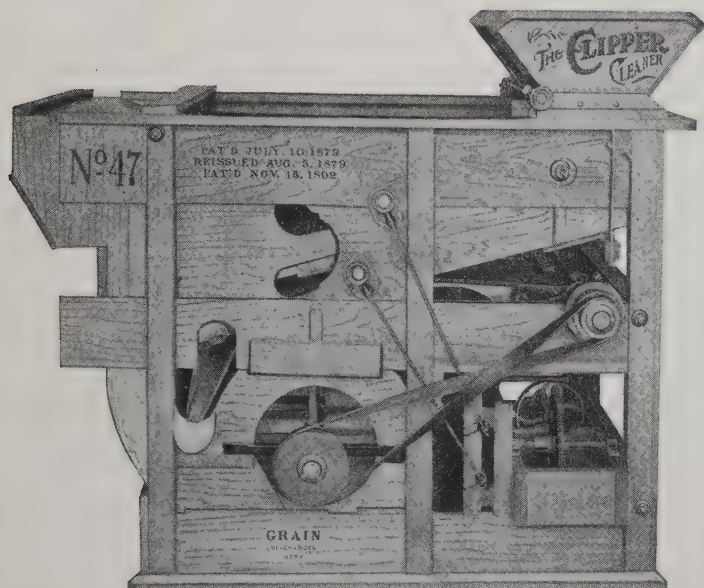
Fairbanks Scales, Oil Tractors, Electric Motors
Electric Light Plants, Wind Mills, Feed Grinders

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

No. 47 "Clipper" Cleaner

With Traveling Brushes



Stands without an equal for the economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. The fine separations of our machines have not been equalled by any other cleaner.

Our Cleaners are quickly and easily installed and simple to operate. We have machines with and without Traveling Brushes, Special Air Controller and all modern Improvements.

The "CLIPPER" is used in thousands of local elevators all over the country. There is no other cleaner of medium price and good capacity so well adapted to this class of work.

Our Cleaners require but one-quarter the power of a suction cleaner of equal capacity and will do a greater variety of work. We have the only successful combination cleaner on the market and we guarantee satisfaction.

Catalog and Screen Sample Plate free.

A. T. Ferrell & Co.
Saginaw, W. S., Mich.

ANTI-FREEZING SOLUTION

for Water Jackets of Gas Engines

RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter. Five (5) pounds to a gallon of water will not freeze 54° below zero. Has been used for several years and is absolutely standard.

Guaranteed to have lowest freezing point, pound for pound, of any Anti-Freezing Compound. Send for circular.

Use Rhodes' Calcium Chloride in your steel fire barrels, keep them in readiness for instant use this winter.

New York JAMES H. RHODES & COMPANY Chicago

"Sackett Chicago" Truck Shovel

is the one you need for the unloading of box cars of grain or coal. It is a great labor saver, doubling one man's capacity for doing this work. It has many advantages. It can be run on a twelve inch plank and is well balanced when loaded to capacity. Of strongest possible construction, with reinforcing bands, connecting handles and bowl, giving great rigidity.

Capacity:
2½ bu. grain
200 lbs. coal

15 Day Offer
Shipped On
Approval.

SACKETT SCREEN & CHUTE CO.

1679 Elston Avenue

Chicago, Illinois

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

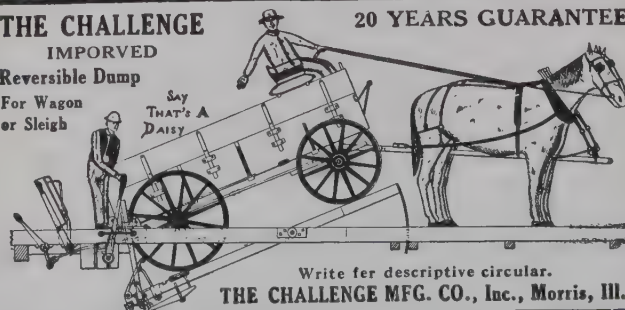
THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

THE CHALLENGE

IMPROVED

Reversible Dump

For Wagon
or Sleigh



20 YEARS GUARANTEE

Write for descriptive circular.
THE CHALLENGE MFG. CO., Inc., Morris, Ill.

GRAIN STORAGE RECEIPTS for keeping a record of grain stored. 50 tickets, printed on bond paper 10½x3½ in., in each book. Order form No. 4. Price 50 Cents.
GRAIN DEALERS JOURNAL, - - - 315 S. La Salle Street, CHICAGO

Separate the Wheat from the Oats

Under the very best of conditions, oats and barley will get into the wheat, making a mixture that is objectionable. Using all possible care, this is a condition that has to be dealt with and a separation should be made.

It is unwise to ship such mixed grains to market as the presence of either lessens the value of both.

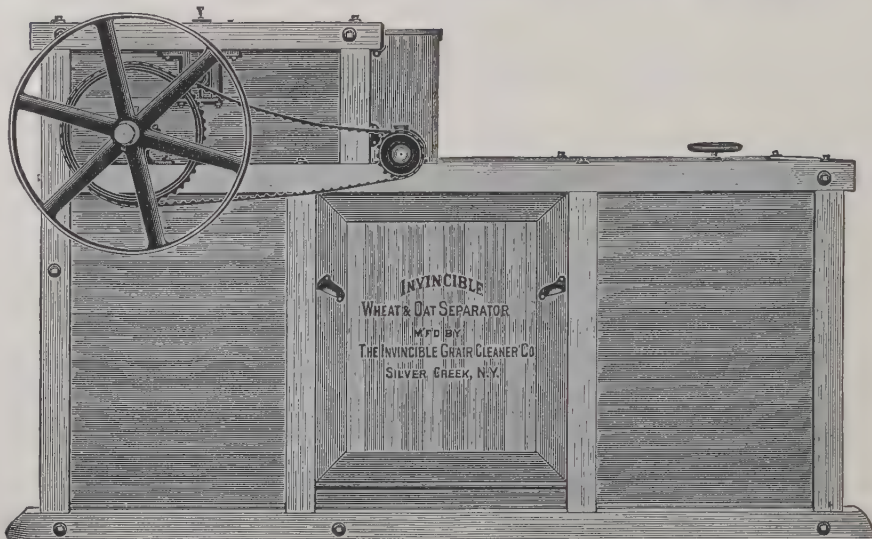
Hence, every every elevator should have an

Invincible Wheat and Oat Separator

This machine has the advantage over the receiving separator as it will not tail over the larger kernels of wheat.

It will also take the tailings from the separators containing the large wheat and separate and save the wheat. This means a saving and a profit that has been slipping by you.

This machine is not expensive and will soon pay for itself by increasing the value of the grain shipped and saving what would otherwise be wasted.



Write for prices and further particulars to

INVINCIBLE GRAIN CLEANER CO.

SILVER CREEK, N. Y.

F. H. MORLEY, Jr., 805 Webster Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED
BY

F. J. MURPHY, 234 Exchange Bldg., Kansas City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.

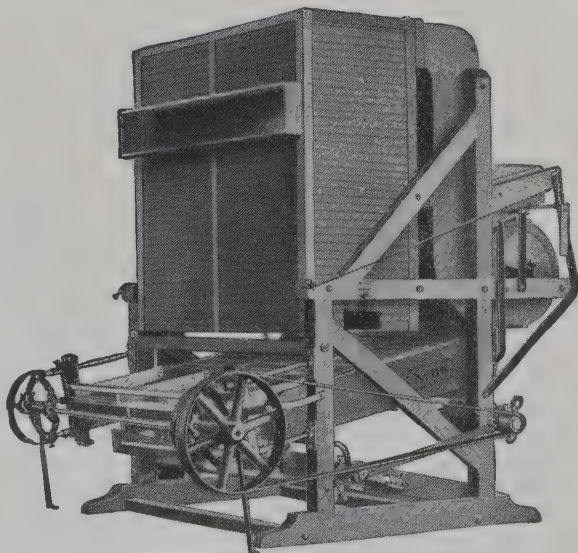
SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,

STRONG-SCOTT MFG. CO., Minneapolis Minn.

LET US CASH YOUR CHECK

for the returns from your screenings instead of giving it away. If we cash it for you, we apply it on the purchase of a

No. 66 New Process CLEANER — SEPARATOR — GRADER



The greatest profit maker for the country elevator — handles wheat, oats, flax, barley, rye and seeds with simple change of screens and does better work than most makes of special cleaners on each kind of grain.

In the Northwest States we can ship a cleaner to any reliable elevator company or individual **without initial payment** except for freight and the nominal cost of installing in elevator. All we then ask is 75% of returns received from the by-product — a couple of cars usually pays for the cleaner.

Could you ask for a better proposition or guarantee of satisfaction?

Let us send you our new catalogue.

Fosston Manufacturing Co.

140 Merriam Park, St. Paul, Minn.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

WESTERN OHIO—Fine elevator in corn and oats belt for sale. Address Dandy, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

FOR SALE—A good 20M bushel elevator in Clinton County, Ind.; doing a good business. Address Ambria, Box 4, Grain Dealers Journal, Chicago, Ill.

OHIO elevator for sale. Best elevator and coal proposition in Northwest part of state. Address Ohio, Box 1, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—A small line of elevators in N. W. Iowa and S. E. South Dakota. Will sell all or separately. Address "A, Box 8," Grain Dealers Journal, Chicago, Illinois.

MINNESOTA ELEVATOR for sale or trade for land. Modern 14 bin cribbed construction; has engines, dump and hopper scales, cleaners, eight bin coal houses, corn crib. For further information and price write E. J. Matteson, St. Peter, Minn.

NORTHEASTERN ILLINOIS—Elevator on I. C. R. R., capacity 25,000 bus.; coal business in connection; town of 400; one competitor; station handles 450,000 bus. annually. Terms reasonable. Address Lamar, Box 6, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale on I. C. R. R., 25M capacity; in good farming section; handle from 175,000 to 200,000 bus. annually; no competition. Also a five-room house and one acre of land. Address Illinois, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two practically new elevators, located in the best wheat section of Oklahoma; wheat best quality; large wagon receipts; elevators being operated; good local trade. Address Adams, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—The Joliet Plant of the Truby Grain Co., consisting of modern grain elevator, retail coal sheds, hay sheds, etc. A fine opportunity to acquire a large and profitable business. Chas. V. Barr, Trustee, Center and Wallace sts., Joliet, Ill.

NORTHWESTERN OHIO elevator for sale, capacity 55,000 bus. Located in heart of corn and oats land; on two roads; new house; cement basement; brick engine and boiler room; cribbed bins. Big crop ready to handle. Address P, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR EXCHANGE—15,000 bu. elevator fully equipped with cleaner, hopper scales, wagon scales, feed mill. Also coal yard, sheds for 800 tons of coal. Corn crib for 10,000 bus. ear corn. Would put in some irrigated land and trade for small line of elevators. Might consider land. Address Snap, Box 7, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA elevator with residence and two acres of land for sale. Good business in all grain; in exceptionally good wheat belt. Will handle 10,000 bu. clover seed this year. Handles coal, cement, flour, salt, sewer and rain tile and seeds of all kinds. Two railroads; town of 1,800; a bargain if taken within 60 days. Easy terms. Address Central, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

SOUTHWEST IOWA elevator for sale. Twenty-five thousand cap.; good shape in every way. Reason for selling, to settle estate. Write Box 93, Shenandoah, Iowa.

FOR SALE—Elevator and warehouse at Sussex, Wis., 12,000 bu. capacity. Good opportunity for feed business also. Price \$1,500. Chas. F. Glavin, 403 Chamber of Commerce, Milwaukee, Wis.

IOWA ELEVATOR for sale, in best grain section of the state. Good competition and a big crop to handle. Always a money-maker. Address Bell, Box 5, Grain Dealers Journal, Chicago, Illinois.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

FOR SALE—Elevator, 15M cap., in the Mingo Valley, Champaign Co., O., no opposition. Handles coal, grain, seeds, wool and hay. \$5,000 and good time to pay for it. H. Townsend, Mingo, Ohio.

FOR SALE—Two elevators and coal sheds, or will trade for real estate. Located in good grain territory, handled 100,000 bus. each last year. Located at Frederick and Groton, S. D. Address Lock Box 86, Groton, S. D.

INDIANA ELEVATOR for sale; one of the largest and best, in the best corn and oats section of the state. Particulars upon application; in A-1 condition. Price \$25,000. Address Ladora, Box 6, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA elevator for sale: 25,000 bus. capacity; also 200 ton cap. coal sheds with scales. Plant is in first class condition and is located in good grain country. Address Dakota, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A-1 elevator, fully equipped, doing big business, located at splendid station, twelve miles from Rockford, Illinois; no competition. Will sell right on easy terms. For price and terms, address Box 164, Independence, Iowa.

CENTRAL ILLINOIS elevator—20M capacity; in one of the best corn and oats sections of state, town of 1,600; annual business 200,000 bus. Equipped with two dumps, two legs, automatic scale, electric power. Own land and switch. Free switching facilities to three roads. No car shortage. Address F, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE for good land. An elevator built for a transfer and cleaning house, nicely situated in Minnesota, close to Mnpls. This is an excellent opportunity for those who wish to engage in the wholesale feed business through the Northwest. Also a good grain station. Address C. H. G., Box 5, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS FOR SALE—One located in Northwestern Ohio, other in Northern Indiana. Both elevators in good wheat, corn and oats territory. Excellent retail business of feed, flour and coal at both stations. Both elevators on the Erie Railroad. Milling in transit privilege. Business in fine condition. Death of a partner cause for selling. Will sell both or separate. If interested, address Erie, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

TWO KANSAS elevators for sale. One located at Neola; price \$3,800, the other located at Wilroads; price \$3,500. Both elevators are in first class condition, being built but one year. Capacity of each, 15,000 bu. For full information address W. T. Shute, Macksville, Kansas.

SOUTHWESTERN OHIO, 25M bus. cribbed ironclad elevator for sale. Own ground and stub switch; steam power; built four years; am not a resident where elevator is located and will sell very reasonable. For further information address Omar, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain elevator, coal and wood yard, flour and feed business. Electric lights and power. Everything in first class order. A good live business. Room for good sized lumber yard, if so desired. Two dwelling houses in the same block. Address Baker, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR RENT.

Two Elevators, combined capacity of both 40,000 bu.; has grain cleaner and feed mill, Richardson Automatic scale. Located in one of the best towns in Northern Wisconsin. Also Hdw. and Implement business if wanted. Will rent or sell buildings and stock at market value. J. N. Bassett, Lena, Wisconsin.

ELEVATORS WANTED.

WANTED TO BUY—Old elevators, factories, mills and other buildings of size for wrecking purposes. Write us what you have. La-Crosse Wrecking & Lumber Co., La Crosse, Wis.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

WANT TO LEASE GOOD ELEVATOR.

Must be well located and doing good business. Illinois or Indiana preferred. Give full particulars. Address Central W. Box 2, Grain Dealers Journal, Chicago, Illinois.

BUSINESS OPPORTUNITIES.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR SALE—One-half interest in a Farmers Mill and Elevator Company. Mill running steady and elevator will handle 125,000 to 150,000 bus. this crop, and country improving. Good chance for live man. Don't answer unless you have money. Address David, Box 6, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—A good and growing seed and poultry supply business, at inventory; no dead stock. Or would sell half interest. No better opportunity on the market. This business is located on the Pacific Coast where we do not have hot weather nor do we have to depend on the rainfall for crops. Owner has too much outside business and for this reason wishes to sell. For full particulars address F. J. Poor, 116-118 E. 7th st., Los Angeles, Calif.

HELP WANTED.

WANTED—Bright young Swede for second man in lumber yard and elevator. Must be competent and willing worker. Address W., Box 6, Grain Dealers Journal, Chicago, Illinois.

SOLICITOR WANTED to call on country, elevator men for trade journal subscriptions, book orders, news items and views on trade problems. Give detailed statement of business experience and references. Address Supt. of Travelers, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as manager of elevator; 15 years' experience; best of references. Address C. A. Beck, Edgar, Nebr.

POSITION WANTED as manager of country elevator; young man; five years experience. Can furnish references and bond. Address John Herrold, Box 136, Tamora, Nebr.

POSITION WANTED as grain buyer; eight years at present position. Crop failure cause for leaving. Best of references. Address Nebraska, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of elevator. Married; five years' experience in grain business; can furnish good references. Address Wood, Box 6, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as grain buyer or elevator manager. Long experience in the handling of grain. Best of references. North Dakota elevator preferred. Address Windsor, Box 10, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as manager of elevator. Have had six years experience in the grain business; four years with one company. Best of references. Address Wallace, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of cooperative or line elevator. Have had 25 years' experience in flour mill and grain elevator. Am capable of taking full charge. Can furnish best of references. Address Box 121, Elwood, Indiana.

COMPETENT and experienced millwright and elevator foreman desires position operating elevator or keeping line of elevators in condition. Position must pay well. Address Elevator Builder, Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by a sober, industrious young man, to travel on the road for a good commission firm or to manage a Farmers' elevator. Five years experience in grain. Am at present employed; can furnish best of references. Have made good for the company I am working for, but wish to change for certain reasons. Address Temple, Box 5, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR BROKERS.

ELEVATORS FOR SALE in Illinois and neighboring grain states. List your elevators either For Sale or Exchange with AARON SMICK, Broker, Decatur, Ill.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Illinois.

BROKERS.

WANTED reliable and responsible hay shippers to correspond with W. L. Lyle, Wholesale Merchandise Broker, Huntsville, Ala. Territory covered, Alabama, north of Birmingham.

MILLS FOR SALE.

FOR SALE—125-barrel mill, strictly modern, Grain Elevator in connection, doing a good business. For full particulars address Hummer Mill Company, Iowa City, Ia.

\$4,500 BUYS a 60 bbl. \$7,000 flour mill in the Garden of Michigan—the "Thumb" district. Office; warehouse; switch; barn; poultry houses; nice residence; steam heat; city water; electric lights; lawn; garden; no mills close; large territory; terms. F. R. Reed, Carsonville, Mich.

STEAM ENGINES, BOILERS.

FOR SALE—A 30 horse power steel boiler nearly new; insurable for 100 lbs. steam. It must sell. G. B. & C. M. Griffin, Charleston, Ill.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines—Boilers" columns of the Grain Dealers Journal, Chicago.

FOR SALE—Atlas Engine with automatic cut off, centercrank 11½x14. Plat Iron Works Duplex pump, 4½x3x4. Horizontal tubular boiler, 54"x14" Brownwell Heater and also a 44 ft. stack; been in use 6 months. Address Younce Bros., Brookville, Ohio.

SCALES FOR SALE.

FOR SALE—Richardson automatic scale, also 100 bu. Fairbanks hopper scale. Both very cheap. S. W., 422 Board of Trade, Indianapolis, Ind.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

MOISTURE TESTERS.

MOISTURE TESTER FOR SALE, Hess imp., 6 burner, little used, \$25, cost \$60. Ray Becker, 627 Postal Tel. bldg., Chicago.

OFFICE SUPPLIES.

TYPEWRITER WANTED—L. C. Smith, visible, give model number, serial number and how long used. Address F. B., Box 7, Grain Dealers Journal, Chicago, Ill.

WOOL.

WOOL WANTED—If you have wool for sale write, wire or phone us. See our ad on another page. Kraus & Apfelbaum, Columbia City, Indiana.

SECOND-HAND BAGS AND BURLAP.

WANTED—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

FERRETS.

2,000 FERRETS. Prices and book free. N. A. Knapp, Rochester, Ohio.

BUILDING MATERIAL.

FOR SALE—All oak and white pine timbers, cribbing and flooring from Rock Island elevator, 13th st. and Chicago River, Chicago, now being wrecked. Bargains in carload lots. Ruel Wrecking Co., 7337 Stony Island ave., Chicago.

Approved by the

CHICAGO BOARD OF TRADE

as a Margin Depository.

Let us serve you.

THE NATIONAL CITY BANK OF CHICAGO

Capital \$2,000,000.00 Deposits \$27,707,859.55

Surplus and Undivided Profits \$744,784.81

We allow 2% Interest on all Margin Deposits.

105 S. Dearborn St.
Chicago, Ill.



50 different propositions from three insertions of a Journal "Want Ad"

E. J. HEISER, of Naples, S. D., writes:—

"I will discontinue my ad in the Journal. Will say that it has put me in touch with about 50 different propositions with only three insertions. I feel like little Johnnie did, it certainly pays to advertise in the Grain Dealers Journal."

It pays every man desiring to sell or buy an elevator to advertise in the Journal. Over 6,000 elevator buyers and sellers read Journal "Want Ads" twice a month. It is the grain trade's accepted medium for "Wanted" and "For Sale" ads.

Costs but 20c per type line. TRY IT!

Grain Dealers Journal
315 S. La Salle St., Chicago, Ill.

GASOLINE ENGINES.

FOR SALE—Good gas and gasoline engine values 1 to 100 H. P. Badger Motor Co., Milwaukee, Wis.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

ENGINE BARGAINS.

15 h.p. Foos,
20 h.p. Fremont,
8 h.p. Havana, New,
6 h.p. Fairbanks-Morse,
4 h.p. Havana, New,
1-500 h.p. Corliss Engine, \$500.00
1 400 h.p. Corliss Engine, \$500.00.
The above are guaranteed to be in good condition.

Three car loads of good lumber cheap.
H. GROSS LUMBER & WRECKING CO.,
Omaha, Nebr.

MACHINES FOR SALE.

FOR SALE—Four roll Stevens Feed Mill 9"x15". Very cheap. Kiest Milling Co., Knox, Indiana.

FOR SALE—One No. 6 Clipper cleaner, 12 grain and seed screens; in good condition. Price \$35, crated, cars. S. White, Orient, Iowa.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

One Victor Combined Sheller and Cleaner, mill size \$35.00.

One Nordyke & Marmon French Stone Buhr Mill 16", \$25.00.
D. O. Friend, Brighton, Iowa.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills:—One 9x24 Northway; one 9x24 Dawson, three pair high; and 9x30 Hutchison; 9x18 Barnard & Leas, two pair high; one No. 2 Nordyke and Marmon three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one No. 2 Acme, 2 No. 7 Sullivan, etc.

Attrition Feed Grinding Mills:—16, 20, 24, and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.
Est. 1872. Inc. 1901.

B. F. GUMP CO.,
431-437 So. Clinton St.
Chicago, Illinois.

MACHINES FOR SALE.

ALL KINDS OF ELEVATOR MACHINERY for sale, finds many ready buyers, if inserted in the "Machines For Sale" columns of the Grain Dealers Journal, Chicago.

FOR SALE—One Sandwich elevator complete with 4½ horsepower gasoline engine; jacks for dumping wagons; in first class condition; ready to load grain into cars or in cribs. Will sell very cheap as have no use for same. D. M. Light & Bro., Keystone, Ind.

MACHINERY BARGAINS.

1 4 h.p. Gasoline Engine.....	\$75.00
2 Dormant warehouse scales, each..	15.00
2 Boot Tanks, each	20.00
1 No. 4 Buffalo Fan.....	15.00
1 Steam Condenser	30.00
1 Grain Spout complete	4.00
1 large bell	20.00
10 Belt Tighteners, each	5.00
600 Salem-cups, 6x16, each12
50 " " 6x18 "12
600 Empire Buckets, 5x16.....	.06
150 " " 6x18.....	.06
1 26" 6 ply 90 ft. Drive Belt.....	50.00
2 26" 3 ply 125 ft. Conveyor Belt, ea..	50.00

All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co.,
La Crosse, Wisconsin.

SACRIFICE SALE NOW ON.

All Makes and Sizes of Attrition Mills.
16" to 24" Robinson's\$65 to \$120 ea.
16" " 26" Unique's 60 " 130 "
16" " 36" Monarch's 60 " 200 "
16" " 36" Foos's 60 " 200 "
16" " 26" American's 55 " 200 "
16" " 24" Halsted's 55 " 135 "

Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

George J. Noth,
No. 9 South Clinton Street, Chicago, Ill.

FEED STORE FOR SALE

TO CLOSE AN ESTATE

Doing an average business of \$1,000 to \$1,200 per week. Established in same locality on north-west side of Chicago twenty-five years. Will sell or lease building. For further information call or write.

E. P. O'CALLAHAN, Attorney,
704, 164 West Washington St., Chicago, Ill.
Phone Franklin 1345

CHECK your reductions of pounds to bushels by using

Clark's
Carload
Grain
Tables

New edition revised and enlarged.
Price, \$2.50.

GRAIN DEALERS
JOURNAL
Chicago, Illinois

"Five (5) Coals That Build and Hold Trade"

Mt. Pelee --- Thick Vein Hocking from Nelsonville

good size, fine burning, no soot, quick delivery in flat bottom cars.

Kentucky Queen

—an ideal coal, all purposes—2 in. Lump, 4 in. Lump, 4x2 in. Egg Hoppers must be taken for quick shipment.

Lone Star W. Va.

Takes the place of Pocahontas or New River, Never more than wood brown smoke, Holds fire as well as any coal mined, Clean burning and low ash, Shipped in 2 in., 4 in., and 4x2 in. Egg, Handles with little slack or breakage, Hoppers must be taken for quick shipment

Anthracite

Plymouth Red and White Ash —the best to be had.

Big Vein White Ash

—better than ordinary coals and cost no more.

Write to us

OHIO & MICHIGAN COAL CO.
Main Office: DETROIT

HAY WANTED CARLISLE COMMISSION CO. HAY SPECIALISTS

SHIP TO US BUY OF US
Established 1889
746 Stk. Exchange KANSAS CITY, MO.

If Your Business

isn't worth advertising
advertise it for sale.

OFFICE SUPPLIES OF ALL KINDS



Invincible

Whatever you need in Ledger^s and Journals, Inventory Books, Binders, Stock Certificates, Rubber Stamps, Seals, Check Protectors, Stationery, etc., you can buy it to best advantage, save DELAY—WORRY—EXPENSE—if you deal with

S. D. Childs & Co. 136 So. Clark Street
CHICAGO

Wholesale and Retail—Free Catalogue

One of the Most Complete Printing, Lithographing, Book-binding and Stationery Plants in Chicago

SEEDS FOR SALE—WANTED

GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

HAY AND GRAIN WANTED.

Wanted all grades Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, Middlings, Reddog, Potatoes, Cabbage, Onions and Apples. C. T. HAMILTON, New Castle, Pa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

GRAIN FOR SALE.

YOU CAN find a ready market for grains of all kinds, thru the insertion of an advertisement in these columns. It will be read by over 6,100 progressive grain dealers.

We Buy and Sell

Wheat Screenings, Cane Seed, Salvage Wheat and Kamr Corn. Write or wire for prices.
HENRY LICHTIG GRAIN CO., Kansas City, Mo.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio



WM. G. SCARLETT & CO.

Grass and Field Seeds
Poultry and Pigeon Feeds
Buyers and Sellers Will
Please Correspond With Us.

729-735 E. Pratt St. 205-213 E. Falls Av.
BALTIMORE, MD.

Largest ALFALFA SEED Dealers



Large Dealers in Red and Alsike Clovers, Timothy, Millets, Rape, Grasses, Buckwheat, Seed Corn, etc.

Always paying top market prices for good seeds. Write for sample envelopes.

Rosenberg & Lieberman

Founded 1860
MILWAUKEE, WIS.

Direct Importers
SUNFLOWER SEED

Millet Seed, Beans, Peas, Mustard, Hempseed, etc., from all parts of the earth.

The largest handlers of Sunflower Seed in the world. Ask for samples and prices delivered any point.

HURT-CAIN COMPANY
Board of Trade, New Orleans, La.

Can You Offer

CANE, MILLET,
CLOVER, POPCORN

Send Samples

J. G. Peppard Seed Co.
Kansas City, - Missouri



"It is better to buy and sell to a firm with a reputation to maintain, than to deal with a company who have one to acquire."

SEEDS

Send Samples for
Prices

TIMOTHY
our Specialty

MINNEAPOLIS SEED CO.

MINNEAPOLIS, MINN.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—New Timothy and Clover in five to fifty bag lots; home grown. Write for samples. Friedley Bros., Carrothers, O.

ALFALFA.

American and Choice Imported. Quick shipment. Write for prices. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

SEEDS FOR SALE.

We can offer to advantage Sand or Hairy Vetch Dwarf Essex Rape Canadian Field Peas Write for Prices

Wm. G. Scarlett & Co., Baltimore.

SEEDS WANTED.

WANTED—Timothy, Clover and Red Top. Mail samples all qualities. National Seed Co., Louisville, Ky.

LEWIS & CHAMBERS,

Louisville, Ky., are buyers, in season, of clover, timothy, red-top, etc.

SEEDS WANTED.

Send us your best samples and prices on new crop Timothy, Bluegrass, Redtop, Alfalfa, Alsike and Red Clover.

Wm. G. Scarlett & Co., Baltimore, Md.

DIRECTORY OF THE GRASS SEED TRADE

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., grass and field seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Peppard Seed Co., J. G., field seeds.

LOUISVILLE, KY.

Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds. Rosenberg & Lieberman, alfalfa, clover, etc. Teweles & Co., L., grass and field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

MITCHELL, S. D.

Dakota Improved Seed Co., millet, seed-corn.

NEW YORK, N. Y.

Liefmann's Hamburg, rep. I. L. Radwaner, field sd. Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

CLOVER

Choice new-crop recleaned seeds. Offer at \$9.50 to \$11.50 Cwt. \$4.00 to \$4.75 Cwt. F. O. B. Our Station, and subject unsold. Write for samples.

HOFER SEED CO., NORA SPRINGS, IOWA

TIMOTHY

WANTED—TO BUY SNAPPED AND SHELLED CORN

Make us an offer or ask for bids.

Palestine Grain Company PALESTINE, TEXAS

Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal.

RED CLOVER 171
ALFALFA BROADWAY
DWARF E. RAPE NEW YORK
WHITE CLOVER
ALSYKE
NATURAL GRASS
ENGLISH RYE
RED FESCUE

I. L. RADWANER

Representative of R. LIEFMANN SONS., Succ. HAMBURG

We Now Offer

for import shipment new crop Red Clover, White Clover, Crimson Clover, Alsike Clover, Alfalfa Clover, Dwarf Essex Rape, fancy European Grass Seeds, European Field Peas and Sunflower Seeds.

European Clover, Grass and Field Seeds

Write for samples and prices.

LOEWITH, LARSEN & CO.

Representatives Largest European Seed Houses

150 Nassau St. New York City

KANSAS GROWN

Non-Irrigated New Crop

ALFALFA SEED

OVER 99 PER CENT PURE

RUDY-PATRICK SEED CO.

1311 W. Eighth Street Kansas City, Mo.

BUY OUR CELEBRATED

Badger Brand



Selected Seeds

L. TEWELES & CO.

Established 1865

MILWAUKEE, WISCONSIN

Grass and Field Seeds

OUR SPECIALTY: Red, White and Alsike Clover, Timothy and Alfalfa Seed. Also Wisconsin Dried Peas.

SEND US YOUR SAMPLES



Timothy—Red Clover—Alsike—Alfalfa—White Clover—Crimson Clover—Canada Bluegrass—Kentucky Bluegrass—Redtop—Millets—Lawn Seed—Orchard Grass—Seed Grains—Peas—Popcorn, etc.

WHITNEY - ECKSTEIN SEED CO.

BUFFALO, N. Y.

Correspondence Invited

THE ALBERT

DICKINSON

COMPANY

SEEDS

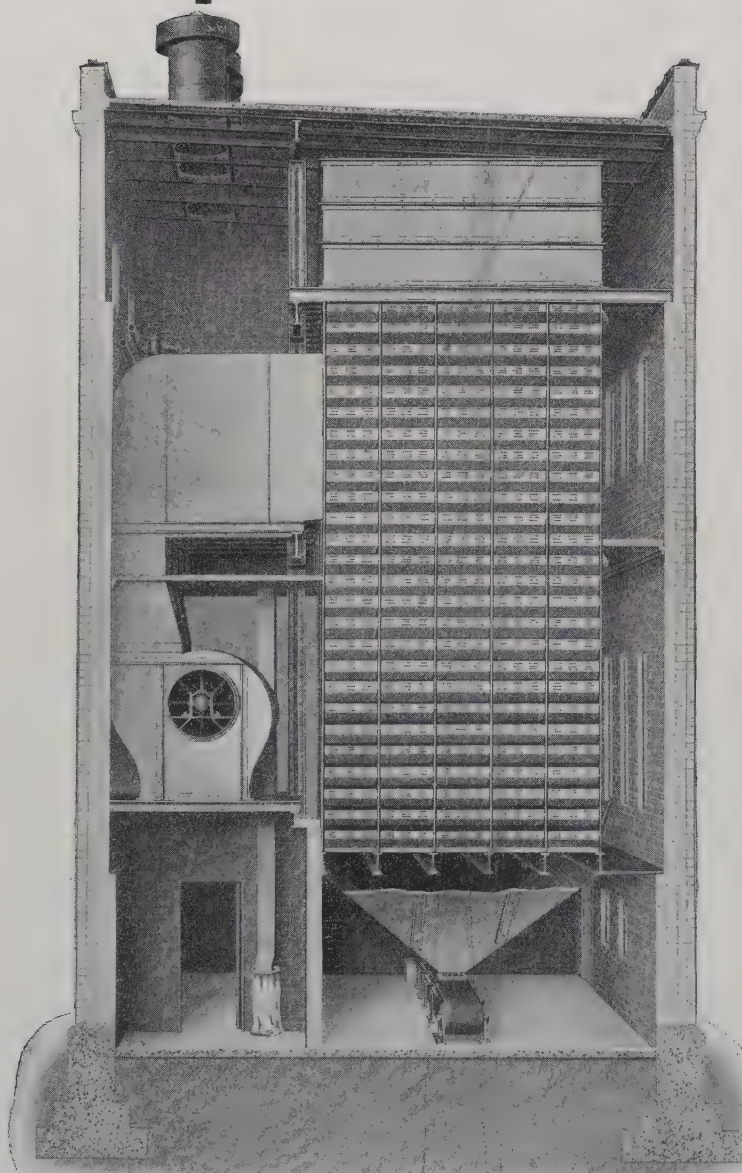
Timothy
Clover
Flax
Agricultural

CHICAGO

MINNEAPOLIS

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

Grain Driers



Sectional view through No. 8 Hess Drier
(Bartlett Frazier & Co., Indiana Harbor, Ind.)
(New York Central Lines)

Hess Grain Driers for 1913 and 1914 represent the latest and best of grain drier design and construction. The "**Hess**" principles of drying are the same as always. The improvements work for greater economy in operation—convenience and precision in manipulation—adaptation to the widest range of work—elimination of repairs, and smooth and finished workmanship in the making of the drier.

Too great stress cannot be laid upon economy in operation. The daily expense is a daily tax on your grain, and continues long after the price is forgotten.

The **Hess Drier** is the *only* drier that can and does operate with *low pressure fans*, and it requires less than half the power of its nearest competitors. It is absolutely *self cleaning*. Its improved *steam coils* will carry the heaviest boiler pressure without undue strain, yet will circulate perfectly with exhaust or low pressure steam (no cast iron bases nor manifolds).

The *shelves* are *perforated* with quarter-inch slots, permitting general circulation of air through the shelves, as well as over and under them. The slots are so protected that grain cannot leak through them.

The warm air is applied upon *both sides* of the grain columns, which also equalizes the drying effect.

More **Hess Driers** are sold and used than of any other makes combined, and, in spite of vigorous competition, our sales for 1913 thus far surpass those of any previous year by **nearly 40%**.

We make ten regular sizes, suitable for any kind of grain or seed.

Tell us your wants. We can meet them and save money for you, now and hereafter.

HESS WARMING & V

907 Tacoma

SS

Hess Improved (Brown-Duvel) Moisture Testers are more extensively sold and used than any others.

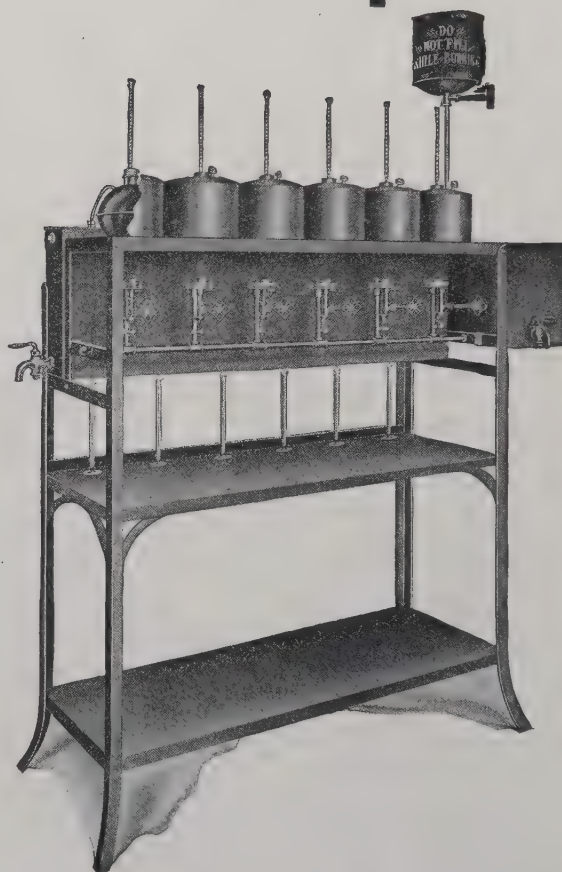
They are adapted to the *grain dealer's* needs: for use with gasoline, gas, alcohol, or electricity. They have *copper* flasks, tall steel stands with service shelves below, oil strainer tank, etc. Heavier—stronger—more durable—and far more convenient than the "other kind."

Thirteen Thousand Booklets

describing our tester, with *full directions* for testing grain, have just been mailed by us. If you didn't get one, that means that your name is not in our card file, and we'd take it as a favor if you would drop us a card and ask for one.

TILATING COMPANY
ing, Chicago

Moisture Testers



The Hess Improved
Brown-Duvel
Moisture Tester

The Most Useful Power For the Least Money—From Any Source

Comparing the mechanical lineshaft drive from engine with the G-E individual motor drive brings out general truths applicable to every industry. Every man wanting more power, or desiring to pay less for power should read these comprehensive facts:

More power can be generated from a given amount of coal, over extended periods with less maintenance, by using a Curtis Steam Turbine than with any other power equipment. You get maintained efficiency without constant valve grinding and repairs due to many moving parts.

More useful power can be generated from a given amount of water, oil, sun or wind power, where the power is to be conveyed any considerable distance, by G-E generators than with any other equipment. More power can be obtained at the place where it is to be used with electric transmission, if the distance is considerable, than with any other form of power transmission. This is due to the

high efficiency and long life of G-E generators coupled with the elimination of power losses in transmission due to steam condensation, lineshaft friction and belt slippage.

More control over power is obtained with G-E equipment than can be obtained with any other on the market today. There are more types of control equipment manufactured by the General Electric Company than by any other company in this country. These equipments provide any degree of speed variation desired immediately and with absolute certainty. The General Electric Company makes a motor for every power requirement, a controller for every motor, and has skilled engineers to combine them properly.

It will be profitable for you to consult us. The assistance of any part of our organization in solving your power problems is extended to your local power company, or our nearest motor agency.

General Electric Company

Atlanta, Ga.
Baltimore, Md.
Birmingham, Ala.
Boise, Idaho
Boston, Mass.
Buffalo, N. Y.
Butte, Mont.
Charleston, W. Va.
Charlotte, N. C.
Chattanooga, Tenn.
Chicago, Ill.
Cincinnati, Ohio

Cleveland, Ohio
Columbus, Ohio
Davenport, Iowa
Dayton, Ohio
Denver, Colo.
Detroit, Mich.
(Office of Agent)
Elmira, N. Y.
Erie, Pa.
Ft. Wayne, Ind.
Hartford, Conn.
Indianapolis, Ind.

Largest Electrical Manufacturer in the World
General Office; Schenectady, N. Y.

ADDRESS NEAREST OFFICE

Jacksonville, Fla.
Joplin, Mo.
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Keokuk, Iowa
Knoxville, Tenn.
Los Angeles, Cal.



Louisville, Ky.
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Mattoon, Ill.
Memphis, Tenn.
Milwaukee, Wis.
Minneapolis, Minn.

Nashville, Tenn.
New Haven, Conn.
New Orleans, La.
New York, N. Y.
Niagara Falls, N. Y.
Omaha, Neb.
Philadelphia, Pa.
Pittsburgh, Pa.
Portland, Ore.
Providence, R. I.
Richmond, Va.
Rochester, N. Y.

Salt Lake City, Utah
San Francisco, Cal.
St. Louis, Mo.
Schenectady, N. Y.
Seattle, Wash.
Spokane, Wash.
Springfield, Mass.
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Toledo, Ohio
Washington, D. C.
Youngstown, Ohio
4378

For Texas, Oklahoma and Arizona business refer to Southwest General Electric Company (formerly Hobson Electric Co.), Dallas, El Paso, Houston and Oklahoma City. For Canadian business refer to Canadian General Electric Company, Ltd., Toronto, Ont.

GRAIN DEALERS JOURNAL

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CHARLES S. CLARK, Manager.

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, crop and leaking in transit reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, ILL., OCTOBER 10, 1913

JACK FROST has been so slow in approaching the corn fields that little damage has been done to King Corn's buoyant hope for escape.

AN IOWA grain dealer is suffering from a new hazard to oat handlers. Recently he was poisoned by oat dust, and for some time has been seriously ill.

CORN DAY will be celebrated this year by more states than ever before, and it should result in better seed corn being used next year than for many years past.

A KANSAS elevator, with a wood roof, was sacrificed last week to the cause of a hot spark from a passing locomotive. The man who covers his elevator with fireproof material is not worried by dry weather and locomotive sparks.

THE BOOKKEEPING methods of many country elevator men are so defective and the records so incomplete, that the Railroad & Warehouse Commission of Minnesota has taken upon itself to adopt specific requirements for recording information regarding each load of grain received, in a book to be kept at the elevator. It is a sad reflection on the bookkeeping of the average elevator man that any state authority should find it necessary to require the keeping of the essentials necessary to the complete record of each transaction, but it seems to have been so in Minnesota.

MINNESOTA ELEVATOR workmen are to be compensated for accidents occurring while performing their duties, so the elevator owners of that state will be compelled to charge up one more item to operating expense, viz: Casualty insurance.

ONE MORE Kansas co-operative elevator company has repealed the penalty clause of its by-laws, and henceforth will meet competition on an equal footing. It seems that the clause was held in violation of the state's laws against restraint of trade.

FERTILIZERS increased the yield of corn from 27.3 bus. to 52.9 bus. per acre in tests made by the Ohio Experiment Station. This is a method of increasing yields that the elevator man should urge upon those of his former customers who do not use fertilizers.

FREE SEED for the needy farmers of the Southwest seems sure to be provided by the recently organized Kansas Seed Wheat Club, so that there will be no excuse for Kansas not being the leading wheat state next year, just as it has been for several years past.

NATURAL SHRINKAGE deductions from shortage claims filed against the railroad companies will be contested to the last notch by the Illinois Grain Dealers Ass'n, the directory of which has instructed its Claims Committee to enforce the full legal claim for each loss.

THE CARELESS handling of gasoline in a Kansas elevator recently resulted in an explosion which set fire to the plant and caused its complete destruction, again emphasizing the great advantage of having the power plant in a fireproof building, at least 20 feet away.

TWO CARGOES of wheat have been sunk in the lakes recently, and the salvage men are wondering what the government proposes to do about it, because wheat soaked in water generally gets sour, and as dear Dr. Wiley would say, "putrid," but still this does not destroy its value as a feedstuff.

PROGRESSIVE RAILROADS are so improving their terminal facilities for grain and other freight, that they will soon be in a position to handle shipments more promptly than ever before. The Northwestern, the Burlington, and others have long had well arranged yards at Chicago which permitted the rapid handling of large numbers of cars to advantage, and now the C. & A. has just completed yards near Chicago which will enable it to handle 3,500 cars of freight daily, with ease. Many other improvements are being made in the freight handling facilities of the city, so that the grain traffic should never suffer from long congestion of terminal facilities at Chicago, as it has in the past.

AUTOMATIC SCALES, according to the news columns of each number of the Journal, continue to be installed in country elevators in large numbers. They are used principally as shipping scales, and where installed have proved such a profitable investment that few users would now think of trying to do without it.

IMPORTERS OF Canadian oats will find it necessary to keep on guard, if they wish and expect shipments of new oats on their purchases. The inspectors at Ft. William have declared it impossible to give bins for storing new oats separate from old oats, so they are likely to be mixed, in spite of the wishes of owners.

COUNTRY ELEVATOR men whose dump locks are out of order, need to take warning from the reports we have published recently of horses falling into dumps. Not all have been injured, but the damage has been sufficient to make two elevator men fervently wish they had kept their dumps in prime working order and proof against accident.

MIXING SAND with corn chop may prove successful temporarily, in some markets, but it cannot long be conducted in Kansas City without disaster to the mixer, as has been learned by R. J. House, recently expelled from membership in the Board of Trade for indulging in this practice. No exchange can afford to tolerate such dishonesty, and the great wonder is that the fraud was not long since discovered.

MAKERS OF telephone or oral contracts, who have experienced difficulty in enforcing them, will greatly help their brother dealers by giving them the benefit of their experience. If telephone contracts cannot be enforced, as seems probable in most states, then it behooves reliable makers of such contracts to exercise more than ordinary care in selecting traders with whom they enter into contracts over the telephone and always to insist upon prompt confirmation in writing.

STATE GRAIN inspection departments, or for that matter the grain inspection departments of the different terminal markets can never expect to attain the much longed for uniformity, until the rules are made absolutely uniform, and then some effort is made thru conferences or joint supervision to obtain uniformity of grading. At present each grain inspection department drifts along independent of the others, and absolutely a law unto itself. It must have been somewhat of a jolt to Minnesota inspectors to have the Illinois inspectors mark a cargo of northern wheat down one grade, but such difference of opinion is sure to occur frequently, until a more earnest, systematic effort is made to obtain uniformity.

THE GENEROSITY of the members of the Kansas City Board of Trade in contributing money to buy seed wheat for farmers in localities where the crop was a failure is typical of grain receivers everywhere. No real sufferer has ever asked for help in vain. True, this results in their being imposed upon occasionally, but they don't seem to mind.

THE NUMBER of new elevators being covered with iron and the number of old time shingle-roof wood-siding houses which are being recovered with iron, proves conclusively that grain elevator operators everywhere have come to recognize the claims of the mutual insurance companies that iron cladding reduces the fire hazard. It also reduces the cost of insurance sufficiently to make the protection a profitable investment.

AN ILLINOIS shipper again raises the question regarding what constitutes "FOB shippers track." If the track bids do not specify that the purchase was subject to destination weights and grades, then the deal could be consummated at the shipper's station, and it would be incumbent upon the buyer to pay the shipper in current funds at that station, before delivery of B/L, but no track bids are sent out without providing for the central market weights and grades.

ALL AUTHORITIES have frequently agreed that it is clearly the duty of the railroad companies to co-oper their cars and place them in condition to transport grain, before presenting them for loading. It is not the duty of the shipper to co-oper cars or furnish material for co-opering cars, but if he does perform this service, he cannot collect for his material, time or labor, unless the tariffs of the railroad companies provide for such compensation, as the Interstate Commerce Commission holds that such a practice would open the way to unlimited rebating.

THE UNIFORM B/L hearings will be started again by the Interstate Commerce Commission on Oct. 30. The Commission is holding these hearings in order to get the views of the shippers as to the provisions of the uniform B/L; and it is of the greatest importance that the grain trade be strongly represented. Officers of the Grain Dealers National Ass'n have been in attendance at the hearings previously held and will undoubtedly be present when the hearings are resumed; but state and local ass'ns as well as the individual grain man should do their part by co-operating with these officers to the fullest extent. The Commission's decision in this case will be of the greatest importance. The carriers are straining every nerve to convince the Commission of the reasonableness of their demands; and the shipping public must present its case with equal vigor if it hopes to protect shipper's interests.

ALL ABOARD for the New Orleans Convention of the National Ass'n Tuesday, Wednesday and Thursday of next week. This meeting should result in more southern dealers becoming identified with the National Ass'n than ever, thus making it more national in membership than it has ever been heretofore.

WATER BARRELS in the cupola of a Missouri elevator recently saved it from destruction, when fire was started by a hot box. If every elevator man would keep steel barrels about his plant, well filled with calcium chloride solution, the number of fires extinguished in their incipency would be greatly increased in number.

A NUMBER of states, profiting by Illinois' example, which seeks to celebrate the great Chicago Fire by giving special attention on Oct. 9th of each year to the reduction of fire hazards, have this week dismissed schools and talked fire hazards to everybody. While it may not eliminate many of the hazards, it will at least give the school teachers one more day of rest.

ALL GRAIN, hay and feed sold in Arkansas will be inspected by the state, unless the Commissioner of Agriculture, who seems very anxious to have the fees, is permanently enjoined by the federal courts from working this graft. The greed of the politicians seems certain to outrun all reason. Neither producers, dealers or consumers have asked for state inspection, but the politicians seem determined to have more places for the machine workers. They are not especially interested in protecting anybody from inferior or misbranded feedstuffs, but they do want the places, so that their political machine may be kept intact. Discriminating people who come in contact with the office holding trust in its puerile efforts at doing something, invariably are disgusted with government by the politicians, for the politicians and without consideration of the people.

IT IS to be hoped that the New Orleans convention will inaugurate a move for legislation which will protect shippers from losses due to error on part of freight traffic official in quoting rates. The freight officials are anxious to show large earnings for their lines, and naturally do not hesitate to lay themselves liable to a fine of \$250, for not posting tariff properly, if thereby they can capture a shipment of grain which will increase the revenue of the company several thousand dollars. Everyone recognizes that the shipping public is clearly entitled to protection against the errors of the freight traffic officials, but they will not obtain it unless they make a persistent fight for it. Inasmuch as the grain shippers are the greatest sufferers, it seems to be up to them to take the initiative. If the remedy they propose is practical, it will be an easy matter to enlist the support of all other organizations of shippers.

COUNTRY ELEVATOR men who have shipped out grain stored with them free of storage charges and been sued for the value of the grain, will confer a great favor on many readers by giving a specific explanation of their experience, for publication, as some Illinois elevator men who have been favoring their farmer patrons in this way seem now to be threatened with suit for value of the grain, at the maximum market during the period of storage.

A NUMBER of grain shippers, being convinced that they are entitled to have the full amount of grain loaded into any car for shipment delivered at destination, are resenting quite vigorously all efforts of the railroads to deduct for so-called "natural shrinkage" from claims for loss of grain in transit. The Illinois law specifically prohibits any such deduction. Inasmuch as the deduction is always made on the entire load, the claim for loss is often completely wiped out hence it is but natural that some of the shippers should put on their fighting clothes. A Durand, Ill., shipper, being unable to collect for grain lost in transit, has brot suit against the Illinois Central. When more shippers stand up for their rights and push suit vigorously for the collection of grain lost by carrier, more of the just claims will be paid without quibble.

INQUIRIES regarding grain dealers' liability for rent of tenant whose grain he purchased seem to indicate that more grain dealers are being imposed upon by lazy landlords and sharp tenants than there is any excuse for. Too many states have laws designed primarily to make the regular established grain buyer a rent collector for the landlord. This is not reasonable or fair, and if the grain buyers will conduct an active campaign, they can readily have the law changed to require landlords to give some formal notice of lien to the established dealers. Then when the tenant presents his grain for sale, the grain buyer will be on guard, and will very gladly protect the landlord's interest. Where no attempt is made by the landlord to notify the established grain buyers, he has failed to take ordinary precaution to protect his interests in the grain, hence is not entitled to any claim against the grain buyer, altho the courts of some states have seen fit to sustain his claim. If the grain buyer were knowingly helping the tenant to escape his liability to the landlord, then there might be some excuse for holding him liable for the indebtedness of the tenant, but the grain buyer, as is well known to every landlord, is in business every day of the year and anxious to buy grain from all comers, and every landlord knows that unless he does warn the grain merchant, it will be a very easy matter for his tenant to sell him his grain. It would seem reasonable that the landlords of every state should be required to give written notice to the established grain dealers, otherwise waive all claim against them for any lien for rent they may hold on grain purchased by them.

EFFECT OF FREE ADMISSION OF GRAIN.

The new tariff law, which has greatly reduced the import duties on some grains and abolished it on others, is sure materially to increase our rapidly growing imports on foreign grain. During recent years we have imported large quantities of flaxseed, oats and grass seeds, notwithstanding the existing high duties. Several cargoes of corn which is now admitted free have already been purchased from the Argentine a number of cargoes of oats have been purchased from Canada, and no doubt many other shipments will follow, unless American farmers release their surplus at more reasonable prices.

Wheat imports are not likely to be large, until countries having a surplus to spare see fit to abolish their import duties. Then will shipments from other ports be admitted to the United States free of duty. The United States mills have a bountiful supply of good home-grown wheat at present, so are not likely to buy foreign grown wheat, unless the offerings of home-grown wheat come forward less freely, or the exporters of Canada and Argentine reduce their prices to a figure that will admit of larger export shipments of flour by American mills.

Flaxseed and barley imports no doubt will be larger than ever, notwithstanding a duty of 15c per bushel is to be assessed against each. The freer our international grain trade is from tariff restriction or interference, the nearer will the prices prevailing in our leading central markets come to representing world values, and our local conditions will have a reduced influence on the prices prevailing in those markets.

THE METHODS of marketing alfalfa seed, published in this issue of the Journal, is the last of a series of articles covering the marketing of various seeds. These articles were taken from the report of an expert of the United States Department of Agriculture, and the information they contain may be accepted as authoritative. According to this but little seed is handled by the country elevator men. Except where the large seed companies send out buyers to deal directly with the farmers, the elevator owner should handle all seeds sold at his station. He has the necessary storage capacity and the cleaning machinery, except for those seeds requiring special cleaning devices. The handling of grass seeds is so closely connected with the grain business that it may rightfully be regarded as part of it; and the elevator owner who permits the seeds to be marketed thru the local general store, farm implement agency, or hardware store, is overlooking a side line that should yield a satisfactory profit.

ASSOCIATION HONORS DUE THE REAL WORKERS.

It is indeed unfortunate that association workers, men who give up much of their time in striving to promote the common interests of all members of the trade, should have to do so at great expense to their own business, and without compensation from the trade. Any man who has not been an active worker in a trade association can have no conception of the many demands made upon his time and strength, for the good of the entire trade. In the early days of grain trade associations, the directors paid their own expenses, or permitted it to be applied on their account for dues. Of late years most of the associations have been more prosperous, and have paid the expenses of all their officers.

The arbiters of some of the associations are especially entitled to far more recognition than they have received. The service they have rendered could not have been purchased in the open market, and yet no special recognition has been given to members of the arbitration committee for their arduous labors in behalf of the trade. The entire trade is directly interested in having every arbitration decision fair and equitable to all concerned, for each decision is used as a basis for the settlement of future disputes, many of which will never be brot before an arbitration committee.

Any acknowledgment of the service rendered the trade by able, conscientious members of arbitration committees will invariably prove a splendid investment for the members of the trade. The more encouragement given competent men to work for the advancement of the common good, the more willing will such men be to make the sacrifice necessary. Every grain dealer may be a sincere altruist at heart, but not every grain dealer can afford to give much of his time in working for the interests of his fellows, and when a conscientious, self-sacrificing dealer is found, who is willing to serve the trade to the end that trade conditions may be improved, he merits the encouragement worthy of the highest honors in the gift of any organization. The time may come when the associations can afford to pay for the services of the members who do the real work, but until then every effort should be made to acknowledge the indebtedness of the trade for work done. No trade organization can afford to tolerate pets. The rewards must go to the real workers.

YOUR EXPERIENCE should make it easy for you to help many of your brother dealers, who are seeking information thru our "Asked-Answered" column. Your kindly consideration of their necessities, if satisfied thru our columns, will give all readers a clearer understanding of the rights of trades and help to establish better trade conditions.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or had order cars:

Erie 69567 passed thru North Creek, O., Sept. 30, leaking white oats over drawbar. Train did not stop.—C. C. Schafer.

St. L. & S. F. 36882 passed thru Tama, Ia., Sept. 29, leaking corn badly.—O. P. Beale & Co.

C. M. & St. P. 52512 passed thru Inwood, Ia., Sept. 29, leaking wheat at king bolt. Could not repair while train stopped, reported to trainmen.—W. H. Klein, agt. L. J. Button Elvtr. Co.

C. & N. W. 79710 passed thru Centerville, S. D., Sept. 29, leaking barley badly. No time to repair.—J. T. Scroggs.

Great Northern 207113 passed thru Ray, N. D., Sept. 28, leaking wheat badly at doorpost. Did not have chance to repair.—D. W. O'Connell, agt. Victoria Elvtr. Co.

C. B. & Q. 97106 passed thru Geneseo, Ill., Sept. 27, leaking yellow corn at end.—L. K. Ellsberry, mgr. G. D. Sutton Co.

C. M. & St. P. 56320 passed thru Reeder, N. D., Sept. 26, leaking wheat badly at drawhead. Repaired what we could.—Western Lbr. & Grain Co.

Wabash 65554 passed thru Odell, Neb., via Wymore & Concordia, Sept. 26, southwest bound, leaking yellow mixed corn at car door and over front truck, especially when car was jolted in switching. Car bore seal O. G. E. Insp. Dept. 28382.—W. O. Schoenbeck, mgr. Odell Farmers Elvtr. Co.

Lehigh Valley 60031, car seal 55 A, passed through Cicero, Ind., via P. H., Sept. 25, leaking wheat at doorpost. Repaired best we could.—Robt. Porter.

Great Northern 101972, loaded with durum wheat, was sidetracked at Elabon, N. D., Sept. 19. Small leak at coupling bar; repaired.—J. C. Walters, mgr. Farmers Elvtr. Co.

Car 22432 was set out at Lehr, N. D., Sept. 9, account leaking wheat at grain door.—J. H. Jenner.

C. R. of N. J. 11740 passed thru Modale, Ia., Sept. 23, leaking yellow corn badly at door post.—W. M. Sharpnack, Sharpnack & Co.

C. R. I. & P. 60017 broke down at Morris, Ill., Sept. 20, and a considerable amount of barley ran out. Train was stopped on account of air hose breaking. Train crew loaded some barley into car again and patched up leak.—J. H. Schumacher, mgr. Farmers Square Deal Grain Co.

Frisco 23293 passed thru Little Rock, Ia., Sept. 19, leaking oats at door. Did not stop long enuf for me to repair leak.—R. H. Sietsema, agt. E. A. Brown.

C. R. I. & P. 56661 was set out on siding at Grundy Center, Ia., Sept. 19, leaking yellow corn thru side and grain doors. Will report it to section foreman so he can repair it.—E. E. Billings.

Frisco 120961 passed thru Little Rock, Ia., Sept. 18, leaking oats at door post. Stopped hole up the best I could.—R. H. Sietsema, agt. E. A. Brown.

C. H. & S. A. 37416 passed thru Breckenridge, Ill., Sept. 18, leaking corn badly at the door.—E. L. Davis, mgr. Berry & Breckenridge Farmers Grn. Co.

C. R. I. & P. 47420 passed thru Minburn, Ia., Sept. 17, via M. & St. L. leaking oats badly at side of car.—B. P. Greenfield, agt. Wright & McWhinney.

P. McK. & Y. 20277 passed thru Lebanon, Ind., Sept. 17, via Big Four, leaking wheat at side of car.—N. W. Matix & Co.

Soo 7398 passed thru Minot, N. D., Sept. 16, leaking wheat at side.—A Reader.

Great Northern 37068 passed thru Glenfield, N. D., Sept. 16, leaking wheat under end door. Did not have chance to fix it.—John A. Ahrens, agt. Minnesota Elvtr. Co.

Illinois Central trainmen damaged a car while switching at Waterloo, Ia., Sept. 13; and 80 bus. of corn leaked out.—H. Schultz. Parkersburg, Ia.

Great Northern 127341 passed thru Leeds, N. D., Sept. 12, leaking badly on side, also end leak.—M. J. Cullen, mgr. Farmers Co-Operative Elvtr.

NEW IMPORT DUTIES ON Grain.

The Underwood-Simmons tariff bill was signed by President Wilson at nine o'clock the evening of Oct. 3 and became effective at midnight that night.

The bill met with several changes while in the hands of the conference committee. The paragraph placing wheat and wheat products on the free list was slightly changed and now reads as follows:

"646. Wheat, wheat flour, semolina and other wheat products, not especially provided for in this section, Provided, That wheat shall be subject to a duty of ten cents per bu., that wheat flour shall be subject to a duty of 45c per barrel of 196 lbs., and semolina and other products of wheat, not especially provided for in this section, ten per centum ad valorem when imported directly or indirectly from a country, dependency, or other sub-division of government which imposes a duty on wheat or wheat flour or semolina imported from the United States."

A strong effort was made to exempt bran and screenings from the countervailing provision, thus placing them absolutely on the free list. However, this attempt failed; and bran and screenings were made subject to a duty of 10% ad valorem when imported from a country not admitting American wheat products free of duty.

The conference committee struck out the provision reading as follows: "Provided, further, that the importation of weed seeds, whether or not mixed with bran or wheat screenings, is prohibited, unless the same shall have been ground or otherwise treated so that these seeds will not germinate."

For the purposes of comparison, the new tariff rates on those commodities of interest to the grain dealer are given below, followed by the old rates. Wheat, wheat flour, semolina, bran and other products of wheat free, subject to the countervailing clause. Under the old tariff wheat was subject to a duty of 25c per bu., wheat flour and semolina 25% ad valorem, and bran and mill feed screenings 10%, cleaned screenings 20% ad valorem. Barley 15c per bu., old rate 30c. Oats 6c per bu.; old rate 15c. Rye free; old rate 10c per bu. Flaxseed 15c per 56-lb. bu.; old rate 25c. Buckwheat free; old rate 15c per bu. Buckwheat flour free; old rate 25%. Hay \$2 per ton; old rate \$4. Corn free; old rate 15c. Corn meal free; old rate 40c per

100 lbs. Oil cake free under both tariffs. Oatmeal and rolled oats 30c per 112 lbs.; old rate 1c per lb. Oat feed 6c per 112 lbs.; old rate 10c per 100 lbs. Rye flour free; old rate 1/2c per lb.

THE ILLINOIS ASS'N WILL Meet in Cairo.

An important meeting of the Board of Directors of the Illinois Grain Dealers' Ass'n was held in the La Salle Hotel, Chicago, Friday, Oct. 3rd.

Twenty-two new members were voted into the Association, as follows:

Chas. Cunningham & Son, Cairo Milling Co., Thistlewood & Co., Magee Grain Co., Sam'l Hastings Co., Cairo; Daniel Bros., Bentley, Ill.; W. C. Frieling, Bonfield; Farmers Elevator Co. (Frieling Switch), Ridge Farm, Ill.; Gillette Grain Co., Nashville, Tenn.; John O. Linder, Loxa, Ill. (mail Charleston); Mutual Grain Co., Indianapolis, Ind.; M. R. Meents & Son, Ashkum, Ill.; O'Brien & Lambert, Morse (Buda R. F. D. No. 2), Ill.; Owings, T. D., Colusa, Illinois; Oreana Grain Co., Oreana, Ill.; Nanson Commission Co., J. S. McClellan & Son, W. D. Orthwein Grain Co., Powell & O'Rourke, St. Louis, Mo.; J. J. Stack, Glenavon, Ill.; John T. West, Loda, Ill.; Yuton Grain Co., Yuton, Ill. (mail Bloomington).

A delegation consisting of the following named gentlemen from Cairo gave an oral invitation to the Board of Directors to hold the 21st annual meeting of the Association in the City of Cairo: H. S. Antrim, President of the Board of Trade; A. E. Rust, J. H. Galligan, H. R. Aisthorpe, C. S. Bourge, Orris Hastings, E. Stebbins, B. H. King.

They put up such a strong argument and made such alluring propositions that the Board unanimously accepted the invitation and fixt the 21st annual meeting for Tuesday, June 2, 1914, in Cairo.

There was also an invitation from the Peoria Board of Trade to hold the next convention in that city, which had some supporters on the Board, but the Cairo delegation was so enthusiastic that they carried the day.

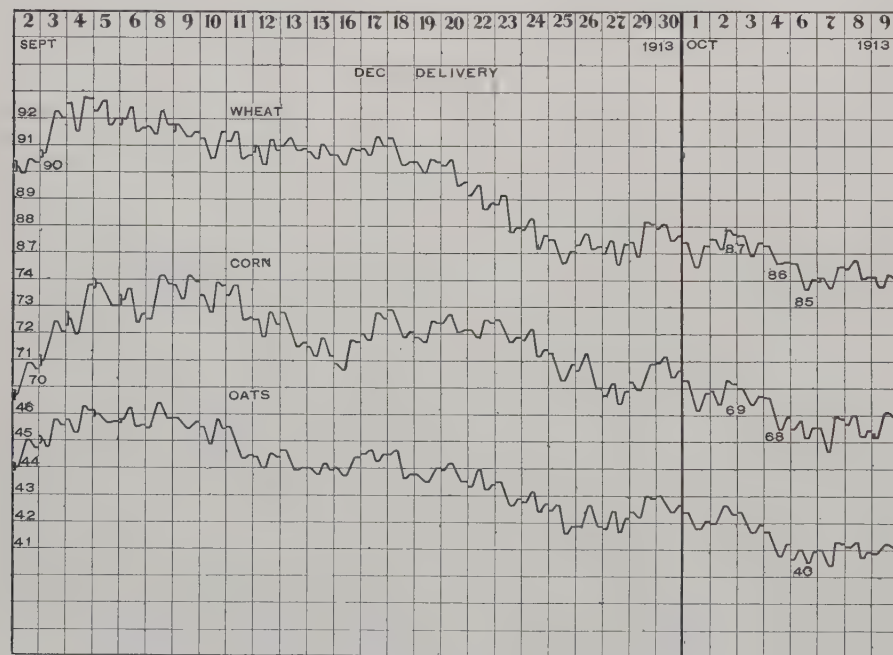
President Metcalf was authorized to appoint delegates to the National convention to be held in New Orleans, Oct. 14-16, and the Board, by unanimous motion, instructed said delegates to use every honorable endeavor to secure the 19% maximum moisture content for No. 3 corn.

The Western Trunk Line Circular, issued by the Railroads, effective June 1, 1913, requiring a deduction of 1/4 of 1% on corn and 1/2 of 1% on other grain was discussed. This is looked upon purely as an attempt by the carriers to augment their revenue from grain, the proposed increase of 1 cent per cwt. having been suspended by the Interstate Commerce Commission. Inasmuch as the statutes of Illinois specifically rule with regard to actual shrinkage and loss in transit of grain and the law having been enforced since 1871, it is hard to understand the vigorous activity of the carriers to secure these deductions. The Illinois law requires carriers to deliver all they receive in grain or pay the difference, and if the carriers prefer to pay claims rather than to put their equipment in order, it is up to them.

Taking this view of the matter, the Board, by unanimous motion, instructed the claims committee and the attorney for the Association to enforce to the full legal demand every claim filed thru the claims bureau of the Association and as speedily as possible.

Chicago Futures

Opening high, low and close on wheat, corn and oats for December delivery during September and part of October are given on the chart herewith.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.												
	Sept. 25.	Sept. 26.	Sept. 27.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 2.	Oct. 3.	Oct. 4.	Oct. 6.	Oct. 7.	Oct. 8.
Chicago	87	87 1/2	87 1/4	88	87 5/8	87 1/4	87 5/8	87 3/4	86 5/8	86	86 1/2	86 5/8
Minneapolis	84 1/2	84 5/8	84 3/4	85 3/8	84 7/8	84 5/8	85 3/8	84 3/4	83 3/4	84 3/8	84 3/4	84 1/4
Duluth	84 5/8	85	84 3/4	85 5/8	85 3/4	84 3/4	85 3/4	85	84 3/4	83 3/4	84 3/8	84 1/4
St. Louis	89 1/4	89 1/2	89 3/4	90 1/4	90	89 1/2	90 1/4	90 1/8	89 3/8	88 3/4	89 1/4	88 3/4
Kansas City	84 3/4	84 3/4	84 3/4	84 3/4	84 3/4	84 1/2	85	84 3/4	84 3/4	83 3/4	84 3/8	84 1/4
Milwaukee	87	87 1/4	87 1/4	88	87 3/4	87 1/4	87 3/4	87 3/4	86 3/4	86	86 3/4	86 3/4
Toledo	94 1/4	94 3/4	95 1/2	96 5/8	96 3/4	96 1/4	97 1/4	96 3/4	96 3/4	96 3/4	96 3/4	95 3/4
New York	95	95 1/4	95 3/4	96	95 5/8	95 1/4	96	95 1/2	95	94 3/4	95 3/4	94 3/4
Baltimore	91	91 1/2	91 1/2	92 1/2	92 1/4	94 3/8	95 1/4	94 1/2	93 3/4	93 3/4	93 3/4	93 1/4
Winnipeg	81 5/8	82	82	82 1/2	82	81 3/4	81 3/4	81 3/4	80 3/4	81 3/4	81 3/4	81
Liverpool	101 3/4	102 1/4	102 1/2	102 1/2	102 1/4	101 3/4	102 1/4	101 3/4	101 1/2	101 1/2	101 1/2	101 1/2
Budapest	120 3/4	119 3/4	117 3/4	116 3/4	115 3/4	115 3/4	115 3/4	117 3/4	119	117 3/4	117 3/4	116 3/4
DECEMBER CORN.												
	Sept. 25.	Sept. 26.	Sept. 27.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 2.	Oct. 3.	Oct. 4.	Oct. 6.	Oct. 7.	Oct. 8.
Chicago	70 3/4	70	69 3/4	70 3/4	70 5/8	69 3/4	70 3/4	69 5/8	68 3/4	68 1/2	68 3/4	68 3/4
Kansas City	71 3/4	71 1/4	70 3/4	71 3/4	71 3/4	70 3/4	70 3/4	69 3/4	69 1/2	69 1/2	70 1/4	69 3/4
St. Louis	71 1/2	70 3/4	70 3/4	71 1/2	71 1/2	70 1/2	71	70 1/2	69 1/2	69 1/2	69 1/2	69 3/4
Liverpool	73 3/4	73 3/4	73 3/4	73 3/4	72 3/4	72 3/4	72 3/4	72 3/4	72 3/4	71 3/4	71 3/4	70 3/4

†October delivery until Oct. 1; thereafter December delivery. *October delivery.

COMPLETE PROGRAM FOR New Orleans Convention.

The program of the 17th annual convention of the Grain Dealers Nat'l Ass'n to be held in New Orleans next week is as follows:

TUESDAY, OCTOBER 14.

Morning Session—9:30 o'clock.

Convene at Tulane Theater (adjacent to Convention Headquarters), 9:30 a. m.
Call to order by the President.

Invocation by the Right Rev. Bishop Sessums.

Addresses of welcome on behalf of the Board of Trade of the City of New Orleans—President Joseph McCloskey and Mr. M. J. Sanders.

Address of welcome on behalf of the city of New Orleans—His Honor the Mayor, Martin Behrman.

Address of welcome on behalf of the State of Louisiana—His Excellency the Governor, Luther E. Hall.

Response on behalf of the Grain Trade—E. C. Eikenberry, President Ohio Grain Dealers Ass'n, Camden, O.

President's Annual Address—Chas. D. Jones, Nashville, Tenn.

Address—"Waterways and Land Reclamation. How to Increase Grain Production in the United States"—Geo. H. Maxwell, Executive Director, National Reclamation Ass'n.

Appointment of Committees.

TUESDAY, OCTOBER 14.

Afternoon Session—2 o'clock.

Executive Committee—J. W. McCord, Chairman, Columbus, O.

Secretary-Treasurer's Report—John F. Courcier, Toledo, O.

Legislation—A. E. Reynolds, Chairman, Crawfordsville, Ind.

Trade Rules—A. G. Tyng, Chairman, Peoria, Ill.

Natural Shrinkage—E. S. Westbrook, Chairman, Omaha, Neb.

"Economic Value of Future Trading"—F. A. Hallett, Minneapolis, Minn.

Telephone and Telegraph Service—Gardiner B. Van Ness, Chairman, Chicago, Ill.

Who Is Who—Garnet S. Zorn, Chairman, Louisville, Ky.

Crop Reports—Bert A. Boyd, Chairman, Indianapolis, Ind.

General Discussion—How Shall Sales of "Texas-Grown Oats" Be Certified?

Membership—Ralph A. Schuster, Chairman, Chicago, Ill.

Hay and Grain Joint Committee—J. S. Dewey, Chairman, Blanchester, O.

Demurrage—C. W. Schneider, Chairman, Milwaukee, Wis.

WEDNESDAY, OCTOBER 15.

Morning Session—9:30 o'clock.

Government's Tentative Corn Grades—Dr. J. W. T. Duvel, Crop Technologist in Charge Grain Standardization, United States Department of Agriculture, Washington, D. C.

(This day is given over exclusively to the discussion of the grades of corn. No other subject may be taken up on this date until the chairman, with the approval of Dr. Duvel, announces that the tentative corn grade conference is concluded.)

THURSDAY, OCTOBER 16.

Morning Session—9:30 o'clock.

Uniform Bill of Lading—C. A. Magnuson, President Northwestern Elevator Co., Minneapolis, Minn.

Boosters—W. S. Washer, Chairman, Atchison, Kan.

Arbitration—E. M. Wasmuth, Chairman, Roanoke, Ind.

Transportation—Henry L. Goemann, Chairman, Toledo, O.

"The Real Relation Between the Shipper and the Carrier"—S. W. Strong, Secretary Illinois Grain Dealers Ass'n, Urbana, Ill.

Uniform Grades—John M. Dennis, Chairman, Baltimore, Md.

Unfinished Business—(Miscellaneous Subjects for General Discussion, any of which may be called up at will):

Henderson Elevator Case.

"Or Better" Terms.

Delayed Re-Inspections.

Liability of Telegraph Companies.

Motive Power, Car Equipment and Car Supply.

Election and Installation of Officers.

New Business.

THURSDAY, OCTOBER 16.

Afternoon Session.

Subject to change by the Convention itself, the morning session will be continued to conclude the business program.

Adjournment.

ENTERTAINMENT.

October 14.

2 p. m. to 4 p. m.—Informal Reception at the Grunewald Hotel to Welcome the Ladies.

October 15.

1:30 p. m.—Automobile Trip for the Ladies to Places of Interest in the City, Stopping for Refreshments at the Country Club, City Park, and the Golf Club, Audubon Park.

8 p. m.—Smoker at the Board of Trade. (Relaxation from the day's discussion of Uniform Grades.)

8 p. m.—Theater party for the ladies. Assemble at the Grunewald Hotel.

October 16.

12:30 p. m.—Harbor trip for all. Luncheon on board. Meet at the Grunewald Hotel. Follow the band.

Steamboat Trip to New Orleans Canceled.

Grain dealers actively engaged in the business could not spare the time to take advantage of the splendid excursion down the Mississippi River to New Orleans offered by the Streckfus Steamboat Line. Dealers from Chicago and northern terminal markets will go by rail to the convention of the Grain Dealers National Ass'n, thereby keeping more closely in touch with affairs at home.

The abandonment of the river excursion has been announced by the Streckfus Steamboat Line.

MILWAUKEE will send Chief Inspector Breed to New Orleans to attend the meeting of the Chief Grain Inspectors National Ass'n to be held there at the same time as the G. D. N. A. meeting.

A COAL ELEVATOR is a cross between a coal yard and a grain elevator. The LaRose Grain Co. has three elevators at LaRose, Ill. One of them is seldom needed for grain; and the company uses it for handling hard coal. The coal is elevated to the cupola and stored in bins just like grain. Wagons are loaded by merely pulling a slide.

ITALY will produce this year, according to an estimate prepared by the International Institute of Agriculture at Rome, 199,498,200 bus. of wheat, 5,712,587 bus. of rye, 11,252,850 bus. of barley, and 39,818,420 bus. of oats; compared with the yields obtained last year as follows: Wheat 165,774,748 bus., rye 5,285,422 bus., barley 8,402,893 bus., and oats 28,304,834 bus.

IT IS just as cowardly for a grain dealer as for a trade journal to quote from a trade journal in addressing a convention without giving full credit. The editor enjoys having the product of his brain quoted as it shows his efforts are appreciated, but it is decidedly discouraging when dealers he is trying to help steal his thunder without acknowledging their indebtedness.

MEETING AT DES MOINES, Ia., on Corn Grades.

On Oct. 21 at the Chamberlain Hotel, Des Moines, Ia., J. W. T. Duvel of the United States Bureau of Grain Standardization will discuss the proposed government corn grades before members of the National Council of the Farmers Co-operative Ass'ns, grain dealers, farmers, grain commission men, and representatives of boards of trade, grain exchanges and grain dealers' ass'ns.

The Department of Agriculture is particularly anxious to have farmers in attendance at this conference in order that it may get the views of the grain producers on the proposed grades.

BOARD OF TRADE SPECIAL to New Orleans.

The officially appointed delegation from the Chicago Board of Trade has arranged with the Illinois Central Railroad for a special train to New Orleans leaving Chicago Sunday evening, Oct. 12, at 6:35 p. m.

Besides the official delegation other members of the Board and country grain dealers and their friends are invited to travel with them. Already the delegation from Milwaukee and Omaha have signified their intentions to join the Chicago crowd. Reservations of sleeping car berths are being made by Frank B. Rice, chairman.

This train will arrive at Memphis 8:55 a. m., Oct. 13; leave Memphis at 4:55 p. m., and arrive at New Orleans 8:10 a. m., Oct. 14. The same sleeping cars will be occupied both nights, being held Monday on track at Memphis. It is possible to lay over at Memphis until 11:40 p. m., arriving at New Orleans 10:55 a. m.

A special rate of \$31.25 has been obtained for the round trip transportation, with a reduction for a large number. The one way sleeping car rates are \$5.50 for lower and \$4.40 for upper berths; compartments, \$15.50, and drawing rooms, \$20. The fare one way is \$23.83.

The Travel Service Bureau has changed the leaving time of its train from 9:10 Monday morning to 6:35 p. m., Sunday evening, the same as the Chicago Board of Trade Special on the same line, and both will probably go out as the same train on the Illinois Central.

THE NORFOLK Chamber of Commerce will send J. H. Cofer, V. L. Cofer, J. R. Bonds, S. D. Scott, G. F. Birdsong, and J. O. Reid as its delegates to the New Orleans convention.

THE PHILADELPHIA Commercial Exchange will send Jas. L. King, Saml. L. McKnight and Frank E. Marshall to New Orleans as its representatives at the Grain Dealers National Ass'n convention.—C.

J. W. T. DUVEL, crop technologist, will be the representative of the United States Department of Agriculture to speak on the government corn standards at the G. D. N. A. convention at New Orleans.

THE NEW ORLEANS Board of Trade is sending out letters to grain dealers in Oklahoma and Texas and to commercial organizations all over the country, inviting them to attend the G. D. N. A. convention and offering them the hospitality of the Crescent City.

LOUISVILLE will be well represented at the G. D. N. A. convention. Among those who intend to go are: H. H. and S. Y. Bingham, of Bingham-Hewitt Grain Co.; T. Williams, of Zorn Grain Co.; C. A. Edinger, of Edinger & Co., and Alfred Brandeis, of A. Brandeis & Son.

BALTIMORE will be represented at the G. D. N. A. convention by the following delegates: John M. Dennis, Samuel D. Thomas, chief grain inspector; James H. Warren, chief weighmaster; J. A. Manger, T. M. Maynadier, chairman of the corn com'te; and L. J. Lederer. Mr. Dennis, the first named, is also chairman of the G. D. N. A. com'te on uniform grades.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

SIZE OF EAR CORN BUSHEL.

Grain Dealers Journal: What is the number of cubic inches in a 68-lb. or 70-lb. bushel of ear corn?—E. I. Bailey, Cleveland, O.

Ans.: A bushel of ear corn, as is well known, is the amount of corn that will produce a 56-lb. bu. of shelled corn. The cubic contents of a 68 to 70-lb. bushel of ear corn will vary, according to its dryness, from 3,850 to 4,000 cubic inches. To figure the number of bushels of shelled corn in a corn crib, find the capacity of the crib in cubic inches and divide by 4,000; the result will be the bus. of shelled corn.

PROTECTION FOR COUNTRY DEALER.

Grain Dealers Journal: I keep grain on hand to sell to the farmers, but most of them order their grain from outside companies. Is there any way I can prevent them from buying on track? I would like to handle this grain, because I have the facilities for that purpose. I am a new man in the grain business and would appreciate any information *Journal* readers can give me.—L. E. Dye, Fostoria, Kan.

ILLINOIS WORKMEN'S COMPENSATION ACT APPLICABLE TO GRAIN ELEVATORS?

Grain Dealers Journal: Are grain men bound by the provisions of the workmen's compensation act of Illinois? I have been told that under the old law a grain man was liable for accidents to his employes but that the last legislature changed the law so that the grain man is exempt.—R. S.

Ans.: The act as approved by the governor June 28, 1913, classified employers into two classes; those who have and those who have not declared themselves under the act. Of course an employer who accepts the act as applying to himself comes under its provisions. Employers who fight the application of the act are penalized by being deprived of their defense in a suit for damages that the employee assumed the risk, that the injury was due to the negligence of a fellow servant or that the injury or death was proximately caused by the negligence of the employee.

Under section 3 of the act among the several business enterprises thus deprived of their defense is "The operation of any warehouse or general or terminal storehouses." The fact that a grain dealer operates his warehouse privately handling only his own grain does not exempt him.

SUED BY LANDLORD.

Grain Dealers Journal: We note in the Sept. 10 *Journal* an editorial upon the frequency of suits filed by landlords against elevator owners for grain sold by delinquent tenants. We have a similar case. A landlord rented land to a tenant for several years; and the tenant always marketed the crop and drew the money. In 1912 the tenant sold his wheat crop, drawing the money as usual. The landlord rented the land to him again for the year 1913. This year the tenant be-

came badly involved, and in August the landlord entered suit against us for the rent due him for the year 1912, claiming that the tenant had failed to pay him and, inasmuch as we bot the wheat, we were liable to him for the rent. In all the previous years that we had purchased the tenant's crops, the landlord did not say a word to us about protecting his interests. Can the *Journal* give us any court decisions bearing on this case?—Western Manager.

Ans.: Section 24, Chapter 55, of the statutes of Kansas provides that "Any rent due for farming land shall be a lien on the crops grown or made on the premises. Such lien may be enforced by action and attachment therein as provided." Section 26 reads as follows: "The person entitled to the rent may recover from the purchaser of the crop or any part thereof, with notice of the lien, the value of the crop purchased to the extent of the rent due and damages."

This act was enforced in the case of *Nelfert v. Ames*, 26 Kan. 515, and seems to be so clear that a construction from the court has been unnecessary. It will be observed that the purchaser is liable to the landlord only in case he has notice of the lien. This, so far as we have been able to find, has not been judicially construed, but we believe that any fact which would place the grain dealer upon inquiry as to whether or not the landlord had a lien would be sufficient notice to bind him and make him liable to the landlord in case he purchased the crop from the tenant.

WAREHOUSEMEN UNDER NEW ILLINOIS PUBLIC UTILITY LAW?

Grain Dealers Journal: What is the Illinois law governing the storage of grain to take effect Jan. 1, 1914? What are the requirements to become a public warehouseman?—Alfred Cram, Shannon, Ill.

Ans.: Read the digest of the Illinois Public Utilities Commission law as published on page 371 of the *Journal* for Sept. 10. This law governs waterworks, street car companies, gas and electric light companies, and will have no effect on the grain trade until the Commission of five members promulgates regulations.

The old law sought to regulate only the warehousemen in the large cities, who were required to take out a license. Under the new law the grain dealer in the smallest village will be considered a public warehouseman if he charges for storage. The country grain dealer who stores grain for hire can continue doing business as in the past until the new Commission announces its regulations. It is likely that some months after the Commission takes office all public utility companies, including grain warehousemen, will be required to keep certain books of account and to file frequent statements with the Commission, imposing a heavy burden on the country grain warehouseman in the way of bookkeeping, without any corresponding benefit to the dealer or farmer, making it advisable for the small dealer to quit storing.

EFFECT OF ILLINOIS UTILITIES LAW ON SHIPMENT OF STORED GRAIN?

Grain Dealers Journal: Is it lawful to ship out stored grain under the Utilities Act which goes into effect Jan. 1, 1914?—S. & W.

Ans.: A country grain dealer in Illinois, who does not store grain for hire but free of charge, has all the privileges he possessed before the enactment of the Utilities Law. A public grain warehouseman for hire never had a lawful right to ship out or tamper with the property entrusted to his care, and the new law does not relieve him of his responsibilities. The new law places the warehousemen under the jurisdiction of the Public Utilities Commission to be named by the governor, but will have no effect until the new Commission prepares a set of regulations to govern warehousemen. The new Commission will be empowered to regulate charges, fees and duties of warehousemen in their relations with the public, and will not be a

criminal court to punish theft of stored grain.

Under the old law, the only warehouses subject to strict regulation were those in cities having over 100,000 inhabitants; those in smaller cities being only required to deliver out the oldest grain upon receipts. Warehousemen, keeping the grain of different owners separate, have not been subject to regulation; but under the new law they will be subject to such regulations as may be prepared by the Utilities Commission.

Under the old law, the grain dealer could rent a bin to a farmer at any price without regard to regulations and with little responsibility. Under the new law, the grain dealer renting a bin will come under the jurisdiction of the Commission and must make the same charge for storage to all comers without discrimination.

GOVERNMENT'S AUTHORITY FOR FIXING GRADES.

Grain Dealers Journal: With reference to the fixing of definite grades for commercial corn, the wording of the law authorizing the fixing of these grades and the date of its enactment, I would state as follows:

The authority for the fixing of these grades is the following paragraph in the Agricultural Appropriation Act for the current fiscal year, which was approved March 4, 1913:

"For investigating the handling, grading, and transportation of grain, and the fixing of definite grades thereof, \$65,000."

The same authority has been contained in the annual Agricultural Appropriation Acts since 1910. The first specific authorization for work of this character was contained in the Appropriation Act for the fiscal year 1907, and the investigational work has been under way since that time.

With regard to authority for the enforcement of such grades, there is no specific authority, nor any other than such as may be contained in the food and drugs act, the enforcement of which is through the Bureau of Chemistry of this Department.—Yours very truly, Wm. A. Taylor, Chief of Bureau of Plant Industry, Washington, D. C.

ARE GOVERNMENT GRADES COMPULSORY?

Grain Dealers Journal: Will the various exchanges have to adopt the proposed standard grades of corn when the government puts them into force? If not, where will they apply and be binding in trading? Will other grains be standardized by the government in a similar manner? In the event of trading on the basis of standard grades, to whom could samples be submitted to settle disputes in grades?—Lee Wilsey, Wilsey Grain Co., Lincoln, Neb.

Ans.: The government will not compel the exchanges to adopt the standard grades. These grades will become effective only on grain that crosses a state line. Thus you, in Nebraska, can buy anywhere in Nebraska and the government cannot enforce its grades against you or against any Omaha buyer; but if the shipment crosses a state line, the government can step in, compare a sample of it with your invoice or inspection certificate; and if it finds that the grain is not up to the grade specified, either in the invoice or in the inspection certificate, it then can prosecute you for misrepresentation in identically the same manner as it has been enforcing the law since the passage of the Pure Food and Drugs Act on shipments of oats and barley mixed with other grains. As most of the grain goes into interstate commerce, it is likely that, after the government has established these grades, the exchanges will find it expedient to adopt and enforce them voluntarily, and that the state grain inspection departments will follow suit.

The government will standardize other grains in a similar manner later. There is no federal government authority to sub-

mit samples to, in case of dispute on grades.

A difference of opinion exists as to authority to enforce the federal standards. J. W. T. Duvel, at the head of the grain standardization office of the U. S. Department of Agriculture, declares that it is not within the province of his office or the Bureau of Plant Industry; but that the enforcement will be by the Bureau of Chemistry under the Pure Food and Drugs Act. Carl Alsberg, head of the Bureau of Chemistry, has not declared himself. Others hold that the Pure Food Act does not apply to grain "in its natural condition," and therefore the federal government cannot enforce the grades.

CORRECT SPEED OF ELEVATOR HEAD PULLEY?

Grain Dealers Journal: What is the right speed for pulley at elevator head, when the pulley measures 37 inches in diameter? As we are running it the elevator cups do not empty, but carry back some grain.—L. L., Sarles, N. D.

Ans.: A 37-inch pulley will discharge when the belt travels at any rate between 330 and 380 feet per minute; and the correct speed is 360 feet per minute. To travel at the rate of 360 feet per minute the head pulley should make 37 revolutions per minute. At this speed the other conditions must be good and to discharge at the higher speed the construction must be practically perfect. The trouble is likely to be found in the construction of the elevator head, the dividing board rising too high or the angle of the outside boarding of the elevator head causing the discharged grain to rebound into the down leg.

EXPERIENCE OF SHIPPERS COLLECTING FLOOD LOSS CLAIMS?

Grain Dealers Journal: Can readers of the Journal advise us thru its columns what is the position of the railroad companies in regard to claims for loss on account of the flood last spring thruout the central Ohio Valley?

We were unfortunate to have several cars of wheat in this flood on which there were heavy losses. One claim in particular we had filed against the Pennsylvania Railroad was for one-third of a car of wheat becoming damaged thru this flood, which claim they have positively "turned down," setting forth the contention that they are not responsible for the acts of God.

Will dealers please give their experience in the columns of the Grain Dealers Journal?—Franke Grain Co., Milwaukee, Wis.

WHO PAYS THE FREIGHT?

Grain Dealers Journal: When a car of perishable produce such as cabbages is billed without any notation on the B/L or shipping bill as to any owner's risk or guarantee for freight is the shipper responsible for the freight when the car is turned down by the consignee and sold by the railway company, and where the proceeds do not cover freight charges?—R. E. Jones Co., Wabasha, Minn.

Ans.: Yes, the carrier having performed its service is entitled to pay for its services. If the consignee refuses to pay the charges, or refuses to accept the shipment, the carrier can sell the goods, or bring suit against the shipper. In defense to such suit the shipper can allege that the carrier delayed in transportation, failed to give prompt notice of arrival or by some other negligent omission of duty caused loss to the shipper.

The law is well settled that the shipper is responsible, as in the two decisions given below:

"The rule is that the consignor of goods is primarily liable for the payment of the freight, as the party making the contract, regardless of whether or not he is the owner of the goods, or whether the freight

is secured by lien."—U. S. Circuit Court of Appeals. 102 Federal Rep. 353.

"Where the consignor of goods contracts with a carrier for their transportation he is prima facie liable to pay the charges thereof, and the fact that the charges are unpaid by him and are to be collected from the consignee does not discharge the consignor from his liability."—Supreme Court of New Jersey. 52 Atlantic Rep. 575.

BUYING MORTGAGED GRAIN.

Grain Dealers Journal: Can Journal readers give me any information in regard to buying mortgaged grain when the party holding the mortgage has not notified the buyer of the mortgage?—Harry W. Speight, mgr., Eagle Roller Mill Co., Porter, Minn.

Ans.: The holder of the mortgage cannot recover from the buyer of the grain if the mortgage was not recorded, the buyer having no notice and being an innocent purchaser for value.

The holder of the mortgage cannot recover if at the time of giving the mortgage the tenant had no title to the grain.

The buyer of the grain will be compelled to pay twice if the mortgage had been recorded, even tho he had no notice and was an innocent purchaser for value. Following are decisions on chattel mortgages:

One purchasing grain without knowledge of a prior unrecorded mortgage takes a good title.—Fishback v. Garrison Milling & Elevator Co. Colorado Appellate Court. 79 Pac. 749.

The lien of a chattel mortgage on a growing crop follows the grain after severance and removal, and the money after the sale.—Keel v. Levy. Supreme Court of Oregon. 24 Pac. 253.

When an unrecorded chattel mortgage is effectual as against the mortgagee, it is also effectual as against a subsequent mortgagee or purchaser, unless it appears that he is an innocent mortgagee or purchaser for a valuable consideration.—Nickerson v. Wells-Stone Merc. Co. Supreme Court of Minnesota. 73 N. W. 959.

A mortgage was executed by a tenant upon a portion of a crop that he expected thereafter to raise under a lease which declared that the entire title and right of possession of said crop should remain in the landlord, and the tenant could acquire no right, title or interest until the crop was divided by the landlord, and the portion to which the tenant was entitled under the lease was delivered to him. The specific grain raised was never divided, but was delivered to an elevator for general storage, and subsequently the parties agreed upon their respective shares, and general storage checks were delivered by the elevator to each party for the number of bushels to which he was entitled. Held, that the tenant never acquired any interest in the specific grain raised to which a mortgage lien could attach.—Bidgood v. Monarch Elevator Co. Supreme Court of North Dakota. 84 N. W. 561.

WHAT IS SALE F. O. B.?

Grain Dealers Journal: I would like to ask thru the columns of the Journal what "f. o. b. your track" means. Have the courts passed on it?

We sell f. o. b. track here to go east, and the buyers pay our drafts without exchange or interest. Some of our markets charge exchange and interest until the arrival of the grain, which I do not consider buying f. o. b. here. I would like to know whether it is or not.—J. S. Cameron, Elliott, Ill.

Ans.: A sale f. o. b. track, at country station, "destination weights and grades," simply binds buyer to pay the freight from the point of origin to destination. If the shipper sold the grain free on board his track origin weights and grades, then he would be entitled to payment in full in par funds at his station upon delivery of B/L, Certificate of Weight and Inspection to Bank or other agent of the buyer. The charge for exchange and interest on draft is not determined by law or the courts, but by agreement of the buyer and seller, or the custom of the markets, or the trade. One market has a perfect right to buy grain f. o. b. country station without charging interest on advance payments, and another market has an equal right to impose charges for interest and exchange.

A buyer who is a member of an organized exchange having a rule requiring interest to be charged must charge interest or be disciplined. In unorganized markets, and where the exchanges have no rule on interest the buyer can exercise a choice as to whether or not to charge interest.

With the grain commission merchant it is an entirely different matter, as the receiver does not buy for his own account and simply negotiates the loan for the shipper who is the principal. The commission merchant is the servant of the shipper and all his expenses for interest must be paid by the shipper, who is not entitled to his money until the grain has actually arrived at the market and been sold on the Board of Trade. If he follows the usual practice of making draft when the car is loaded and thereby is paid for the grain before it is sold he should pay interest on the loan. The commission charge by the receiver is solely for selling the grain and does not cover interest.

DAMAGES FOR SHIPMENT OF STORED GRAIN.

Grain Dealers Journal: A farmer who was holding grain in the dealer's elevator for higher prices learned that the grain had been shipped out and that the house was empty. He thereupon brought suit against the grain dealer and it was decided the dealer must pay the highest price the grain reached after the delivery of the grain and up to the time that settlement was demanded. Is there such a law on the statute books?—Illinois Shipper.

Ans.: In my opinion it is against the law to ship out stored grain. I know that many grain men do ship out stored grain; but in doing so they are selling something they do not own. I believe that a grain man should have on hand, or purchased, an amount of grain equal to the amount he has received for storage.—J. W. Overacker, mgr., Farmers Elevtr. Co., Danforth, Ill.

Ans.: J. S. Cameron, Elliott, Ill., is of the opinion that the shipment of stored grain is illegal and quotes page 1845, article 157 of Hurd's Revised Statutes as his authority. This says in substance that whoever issues a storage receipt for grain not in the elevator or whoever ships out grain for which he has issued a storage receipt without first having bot the grain shall be guilty of a crime punishable by a term of imprisonment of from one to ten years; the one exception being that he may ship out the grain if he wants to protect it from fire. [Article 157 applies to public elevators only; that is, elevators storing for different owners for a compensation.—Ed.]

Ans.: The Illinois statutes, Chap. 119, Sec. 18 (Hurd's), provides "The plaintiff, if he shall recover, shall be entitled to judgment for the value thereof or his interest therein, and such damages as he shall have sustained by reason of the wrongful taking and detention."

Under this law it is left for the judge and jury to name the damages; and in the case of Doyle v. Burns in the Supreme Court of Iowa, 99 N. W. 195, it was held "In an action for damages for conversion, it was error for the judge to instruct the jury that plaintiff was first entitled to the value of the grain at the time he made demand therefor where the conversion, if any, was completed before the demand was made." And in Loeb v. Flash, the Supreme Court of Alabama held "If the value of the grain converted is fluctuating the jury may take its highest value at any time between the conversion and the trial; but it is error to instruct them that they must allow the highest value."

In an action in trover, the highest market value between the time of the conversion and the trial is not the rule of damages, unless it is shown that, but for the conversion, the plaintiff would have realized that value.—O'Meara v. North American Min. Co. 2 Nevada 123.

In trover for a carload of corn, the measure of damages was the value at the time of conversion, with interest.—Fordyce & Swanson v. Dempsey & Beasley. Supreme Court of Arkansas. 82 S. W. 493.

The measure of damages in trover is the value of the property at the time of the conversion.—Hoskins & Paddock. Supreme Court of Kentucky. 156 S. W. 387.

Thus the plaintiff in claiming damages cannot go farther back in time than the date of conversion, and the decision, if cor-

rectly reported by the "Illinois Shipper." is erroneous, because the damages were assessed at the highest since time of delivery.

PROOF OF LEAKAGE NOT NECESSARY.

Grain Dealers Journal: In the Sept. 25 Journal we noticed an item that the Ohio Hay & Grain Co., Findlay, O., won a suit for \$20 against the C. H. & D. R. R. on account of shortage in car of rye. We would like to have particulars in regard to this case. If this shortage claim was collected without presenting evidence that there was leakage in transit, this suit is the first of its kind won in an Ohio court to date, and we think a detailed statement would be of interest to all Ohio dealers.—K. B. Seeds, Heffner Milling Co., Circleville, O.

Ans.: Our suit against the C. H. & D. R. R. was for a shortage of about 25 bus. of rye from a car shipped from Benton Ridge, O., to Marietta, O., with a stop-off at Gilboa, O., on the C. H. & D. to finish loading. The claim amounted to about \$22. However, we sued for only \$20 and the case was tried before a jury in a justice of the peace court. According to the Ohio statutes, a verdict for \$20 or less before a jury cannot be appealed; the railroad company has gone up on error, but we do not think that anything will be accomplished in the higher court and believe that we can collect the amount of the claim. The grain dealer should be able to collect all of his shortage claims; and in our opinion it is not necessary to show that there was evidence of leakage at some point in transit or upon arrival at destination. We have several other suits on shortage claims now pending against different railroads in our territory, and we will report the final results to the Grain Dealers Journal for publication.—Ohio Hay & Grain Co., Findlay, O.

LEGALITY OF CONFIRMATION OF PHONE CONTRACT.

Grain Dealers Journal: We are suing a country shipper from whom one of our traders bot No. 2 red wheat by telephone last year and confirmed the trade by mailing a regular form contract, which carries a clause reading: "If any errors, omissions or objections to this contract, we must be notified by wire or phone at once and contract returned to us for adjustment."

The shipper claims that the contract was entirely over the phone; and altho he admits having received the written contract and still has it in his possession, he claims that it does not affect him. He contends that he merely agreed to sell us "wheat" and did not guarantee any particular grade, any time or any place. His wheat graded "mixed" on the St. Louis market and was docked the market difference on date of inspection, amounting to from 5c to 10c per bu., while what we bot was No. 2 red wheat, destination weights and grades.

Can you furnish us with any court decisions pertaining to contracts made by wire, over the telephone, or verbally, and later confirmed in writing? Would the written confirmation be regarded as binding if accepted and retained and no objections were made against it? The amount involved is \$850.—H. L. Strong, mgr., B. Strong Grain & Coal Co., Conway Springs, Kan.

Ans.: Contracts made over the telephone have the same standing in court as oral contracts, and under the Statute of Frauds enacted by different states many years ago, oral contracts involving amounts in excess of \$50, \$100, or \$200 are not enforceable, against the wish of either party thereto.

The clause in your written confirmation, requiring seller to notify you of any error, omission or objection to the contract, as outlined in the confirmation, is binding upon you, if he chooses to make it so, but is not binding upon him, unless he accepts it

in writing. The custom of the trade, as well as your written confirmation, would be given much consideration in support of your contention, and especially so if you have letters from the seller, acknowledging the receipt of the confirmation, because it proves conclusively his clear understanding of your intent in the matter, and he is bound by honor and the custom of the trade, to correct you, if your understanding is not in keeping with his own. No man who is fairly disposed will undertake to force the consummation of a contract in direct conflict with the other party's written understanding of it, especially where that written confirmation is mailed promptly after the oral contract is made.

The state laws are against verbal contracts for large amounts, and we have published a number of decisions, notably that of the Cleveland Grain Co. vs. Duffy & Harrington of Otterbein, Ind., in which the Cleveland Grain Co. purchased over the telephone, at different times, approximately 55,000 bushels of oats, without the receipt of one line in writing from the seller. The statute of frauds of Indiana makes it impossible to enforce verbal contracts involving amounts in excess of \$100. The seller never hesitated to talk about the contract, but would never write a line, so it was impossible for the Cleveland Grain Co. to realize anything from the deal, altho it had immediately resold the oats at a much higher price and been unable to make delivery, except with oats purchased at a much higher price than its selling price.

On page 441 of the Grain Dealers Journal for Sept. 25th, 1913, you will find a decision of the Supreme Court of Oklahoma bearing on oral contracts.

The General Statutes of Kansas, 1868, Chapter 43, provide in Sec. 6 that "No action shall be brot whereby to charge a party, upon any agreement that is not to be performed within the space of one year from the making thereof, unless the agreement upon which such action shall be brot or some memorandum or note thereof shall be in writing and signed by the party to be charged therewith."

REMEDY FOR SHORTAGES.

Grain Dealers Journal: We are buying corn in the shuck from the farmer and either shell it or ship it in the shuck to wholesale grain merchants. We have new, reliable scales and take careful weights and still we are constantly bothered with claims for shortage. We feel that there is something wrong, and would like to have our fellow dealers suggest a remedy. We have to give destination weights.

We are on a branch of the Frisco System, which refuses to furnish us sufficient grain doors.—J. M. Ringo, Donna Milling & Feed Co., Donna, Tex.

Ans.: We would recommend that you put in the best wagon scale obtainable, and make sure that it is well set on a heavy foundation, so that you can depend upon its remaining level. When you have made every effort to provide correct weights, it is incumbent upon the railroad companies to accept those weights or to prove their inaccuracy, and they must issue a B/L on the basis of your weights, or provide scales of their own to weigh the grain. We believe that if you sealed your cars with your own private seal and obtained a report as to whether or not the seals were broken when car arrived at destination and whether or not car arrived at destination in leaky condition, it would assist you in placing the blame for any leakages or thefts which might occur where they belong.

I have read the Grain Dealers Journal continuously for sixteen years. I can not do without it in my business.—Geo. Pearce, Varna, Ill.

The best place for an independent grain dealer to invest \$1.50 is to subscribe for the Grain Dealers Journal.—E. A. Wearne, Webster, S. D.

A seed contest will be held at Fargo, N. D., next January in connection with the annual corn show. H. L. Bolley, sec'y of the North Dakota Improved Seed Growers Ass'n, Agricultural College, N. D., is in charge of the contest.

DISCRIMINATION AGAINST Pittsburgh and Middle West Shippers.

Pittsburgh is the natural distributing point for western and middle Pennsylvania. Situated at the crossing of the P. Ft. W. & C., the Pan Handle, the New York Central and the B. & O. railroads, it draws from the entire west. Its immense manufacturing interests create a local demand of large proportions and the mining interests in the western part of the state added thereto makes it one of the largest consuming districts in the world. The amount of hay, grain and mill feed consumed and forwarded makes it a very attractive market.

The Railroad Companies are not liberal in their treatment considering the large and profitable business they obtain from Pittsburgh. This is especially true of the Penna. Company, which for many years has had the business practically under its control.

In our columns we have referred to the excessive switching charge made by some of the lines in Chicago and Buffalo as well as other points which are from \$2.60 to \$6.00 per car. At Pittsburgh the Penna. Lines charge 4c per cwt. for switching cars arriving on other lines to the elevator, making the cost from \$16.00 to \$32.00 per car according to weight.

Pittsburgh should be a rate breaking point owing to its natural facilities for interchange of traffic. Instead of this the R. R. Company allows only a small territory to have an arbitrary rate above Pittsburgh after which they apply Rochester or Baltimore rate. Mississippi river points take a rate of 3c east of Pittsburgh to Baltimore or Rochester points, while local points in Ohio and Indiana are charged from 4c to 5½c to reach the same territory. This has the double objection in that the rate is excessive and also unequal. The shippers in these states are entitled to equitable treatment thruout their own territory and should be put on the same basis as western parties for through rate. The added Baltimore rate east of Pittsburgh should be the same regardless of the originating point.

This matter is of interest to shippers throughout the middle west as they are in a measure handicapped in one of the best markets in the country. If the proper efforts were made it could be remedied. We have heard of one case in which the R. R. Company substituted a 2c rate over Pittsburgh in place of Rochester rate rather than have it go before the Interstate Commerce Commission.

If these questions were taken up by the various Exchanges and Associations interested there is no doubt the railroads would adopt a better system. The intricate manner in which rates are established and maintained is almost unbearable, so much so that the railroads themselves will not guarantee the correctness of the rate given.

We have gone into this matter at some length to draw attention to some of the inequalities a large distributing point is subjected to and in almost every large receiving point some such trouble is experienced. The shipping public is entitled to some system that is plain and equitable and the rates issued in such manner that the shipper can act intelligently.

BUCKWHEAT export for the seven months ending Aug. 1 equaled 1,198 bus., compared with 170 bus. during this period last year, according to O. P. Austin, chief of the Bureau of Statistics.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

THE BIGGEST OF THEM ALL.

Grain Dealers Journal: I note that O. Gandy & Co. of Bippus, Ind., received a load of oats containing 230:20 bus. That's a small load compared to the one I received on Sept. 18, when A. Murchie hauled in a load of oats containing 304:12 bus. You Hoosiers may make your friends from Illinois sit up and take notice, but you have nothing on us North Dakotans.—L. Lundgren, agt., Cargill Elvtr. Co., Sarles, N. D.

MICHIGAN OFFERS A BIG LOAD.

Grain Dealers Journal: We note in the last issue of the Journal several large loads of oats being marketed in Illinois and Indiana. These loads look small to us. During August and the early part of September, we took in loads of oats every day which ran over 200 bus. per load. Howard Erickson delivered us one load containing 263:25 bus. Who can beat it?—C. W. Miller, mgr., Ithaca Gleaner-Farmers Elvtr. Co., Ithaca, Mich.

OBJECTS TO RULE 11 OF TENTATIVE GRADES.

Grain Dealers Journal: In the tentative schedule for standard grades, proposed by the Department of Agriculture and published in your journal for Aug. 25, page 281, there appears at the end an innocent little paragraph, No. 11, requiring moisture percentages to conform to results obtained by the standard method and tester described in Circular 72 of the Bureau of Plant Industry. It may prove a little "joker," and mean a great deal to grain dealers who are using copper flasks or other apparatus different from that prescribed. It involves the establishing of a new standard for moisture testing, and at the same time it renders obsolete any other method or system.

It is my understanding that the Brown-Duvel method described in Circular 72 has never been officially recognized or adopted by any society or authority whose official action would be recognized generally.

Inquiry among laboratories reveals not only a general ignorance of the Brown-Duvel method, but an acceptance and general use of other methods as a basis for moisture test.

The Society of Agricultural Chemists officially established a standard for moisture test, and this standard was recognized as official in a publication by the Department of Agriculture.

Dr. Duvel himself, in testing his device for accuracy, no doubt made use of the official method as a check upon his own, and for the correctness of his tests relied upon their coincidence with the test of the standard or laboratory method, yet he admits a variation between tests in his own apparatus and those of the oven test.

Now by rule No. 11 he proposed to discard the standard method, which is known and recognized everywhere in scientific circles, and compel all tests to conform to the tests obtained by his method, and not only his method, but his *exact machine*.

Even assuming that tests by his device are correct, it must be admitted that other methods, better established and better known, are equally correct, and it would be a great injustice to the grain trade generally to compel dealers to adhere to one particular form of test and machine, discarding other devices more or less expensive, and abandoning methods which have long been established as proper and correct.

I am hoping this matter may come up for discussion at the Grain Dealers' meeting in New Orleans, and that an amendment may be offered which will embody the requirements that moisture tests shall conform to the tests made by *any method which is established and recognized as being correct*, and it would seem to me an error, aside from the discarding of other correct methods, to establish this method as the only one which must arbitrarily be used, for the reason that in this particular method there are many more opportunities for error than in the older and better known methods.

So many are these chances for mistakes that it seems impossible that the system could ever be used except as an auxiliary and a guide in testing grain, rather than a final and determining agent. Differences in tests of the same samples may be occasioned by a few degrees too much of heat, or a few degrees too little of heat, too long an exposure, too short an exposure, a slight escape of uncondensed moisture, or the adhering of a few drops of moisture to the parts of the apparatus where moisture should not adhere, imperfect condensation by reason of the cold water body being allowed to become too warm, leakage about the stoppers (and stoppers deteriorate very rapidly), to say nothing of the general want of painstaking care and of exact knowledge on the part of operators.

The standard and official laboratory method which is in use generally is much less open to criticism, for in that method samples are merely weighed carefully, exposed to a temperature of 212 F. until they cease losing weight and are then weighed to discover the shrinkage,—a simple process with the chances for error almost eliminated.

The Brown-Duvel system has its uses; its operation is rapid and, therefore, available to the grain trade, and is a valuable help, but at this time it would be a great mistake to pronounce it the *only* standard for testing, and thus bind the trade to a system which at the best can be regarded as only approximately correct.

For want of exact correctness, too, I am very much in accord with the sentiment that the moisture content lines in grading grain should not be sharply drawn, but should be taken into consideration only in connection with the quality, maturity and other factors which are considered in grading grain.

Dr. Duvel himself has admitted the variable results obtained by his system on similar samples of grain and states that a variation of even one-half of one per cent is sufficiently close for all commercial work, and he also admits that two samples taken on different days, or from different parts of the same car or cargo, will generally show a much greater vari-

ation than this. See Bulletin 99.

How absurd and how unjust, therefore, it is to insist on a rule which draws the line sharply on moisture content, admitting to grade No. 2, for instance, corn which might contain 15 5/10ths per cent moisture, which, if it contained 15 6/10ths per cent moisture by this uncertain method, without appeal to other recognized and standard methods, would throw it into the No. 3 grade. If Rule No. 11 is adopted, and enforced corn handlers will experience endless trouble and expense. Use the moisture test by all means, for its approximately correct results are valuable, but remove the possibility of arbitrary rules which it is proposed to enforce by this test, regardless of other conditions.—Frederick Lockwood.

NOVEL WAY OF SETTLING FOR STORED OATS.

Grain Dealers Journal: We wish all grain men wud refuse to store grain for farmers. Our judgment tells us that the use of our storage capacity by the farmer is poor business policy.

In spite of this fact competition compels us to store oats free of charge until May 1. The farmer has the privilege of selling his oats at the market price at any time previous to May 1.

When the farmer brings in his oats we ship them out and replace them with the May option.

If the farmer has not sold his oats by May 1 we mark them sold, settle with him on the basis of 4 cents under the May option and take in our hedge.—W. E. L. & Co.

THE RECLAMATION of the land along the Mississippi River now subject to flood would increase the arable land in this country by 20,000,000 acres, according to Albert S. Caldwell, pres., Mississippi River Levee Ass'n. This area is planted to cotton would increase the present crop 50%. The ass'n in question was organized for the purpose of bringing about the construction of levees along the Mississippi as the only feasible way to stop the present disastrous floods and to develop the enormously fertile land adjoining the Father of Waters.

Buyer Can Recover for Breach of Warranty Tho Goods Were Accepted.

J. E. Moyer of Sheffield, Ala., bot of the Ryerson Grain Co., Memphis, Tenn., 10 tons of pea green alfalfa hay. Ten tons were delivered, but was straw colored alfalfa and not pea green. Mr. Moyer accepted the shipment and sold it at the price of straw colored alfalfa and brot suit to recover the difference in the prices of the two hays.

Judgment was given plaintiff, Moyer, in the Circuit Court of Lauderdale County, on account of breach of warranty, and the Ryerson Grain Co. appealed to the Court of Appeals of Alabama, which has affirmed the decision of the lower court. Defendant alleged that plaintiff was not entitled to recover for the reason that he had accepted the hay without making a complaint. The Court of Appeals held that "A buyer may maintain an action for a breach of the seller's warranty of the quality of the goods sold, tho they were accepted and paid for without any complaint being made as to the quality of them."—63 Southern Rep. 13.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Ottawa, Ont., Sept. 15.—The average condition thruout Canada of spring wheat on Sept. 1 was 88.43%; oats 87.85%; barley 87.07%; rye 80.49%; peas 80.81%; beans 78.67%; buckwheat 77.81%; mixed grain 89.04%; flaxseed 85.06%; corn for husking 79.78%; compared with spring wheat 84.57%; oats 88.15%; barley 87.29%; rye 84.14%; peas 74.03%; beans 76.71%; buckwheat 82.67%; mixed grain 86.57%; flax 87.84%; and corn for husking 81.46% on Sept. 1, 1912. The estimated acreage of spring wheat is 8,990,500 acres; oats 9,646,400 acres; barley 1,430,800 acres; rye 127,200 acres and flax 1,287,300 acres; compared with an estimated acreage of 8,977,400 acres spring wheat; 9,216,900 acres oats; 1,415,200 acres barley; 136,110 acres rye; and 1,677,800 of flax in 1912. The estimated yield is placed at 192,517,000 bus. of spring wheat; 395,341,000 bus. of oats; 44,440,000 bus. of barley; 2,425,000 bus. of rye; and 15,168,000 bus. of flax; compared with 182,840,000 bus. of spring wheat; 361,743,000 bus. of oats; 44,014,000 bus. of barley; 2,594,000 bus. of rye; and 21,681,500 bus. of flax, the yield for 1912.—Dept. of Trade and Commerce.

ILLINOIS.

Del Rey, Ill., Sept. 30.—Corn good; will average 40 bus.—Maddin Bros.

Secor, Ill., Sept. 26.—Corn will average 40 bus.; old corn about gone.—N. N. Hettinger.

Kewanee, Ill., Oct. 3.—Corn about $\frac{2}{3}$ of a crop; not much old corn back.—C. A. Wylie.

Onarga, Ill., Sept. 30.—Corn will average 30 bus.; old corn about gone.—E. L. Wheeler & Co.

Munster sta., Streator p. o., Ill., Sept. 24.—Corn looks like it will average 45 bus.—T. M. Hoarty.

Clarence, Ill., Oct. 3.—Corn will make $\frac{1}{4}$ of a crop; old corn about gone.—Fredrick Grain Co.

Varna, Ill., Sept. 25.—Corn will not average over 30 bus.; old corn about all gone.—Geo. Pearce.

Danforth, Ill., Sept. 29.—Corn will make 40 bus.; about a $\frac{1}{2}$ crop.—J. W. Overacker, mgr. Farmers Elvtr. Co.

Rutland, Ill., Sept. 25.—Old corn about gone; no new corn selling; will average about 40 bus.—C. L. Fouch.

Garfield, Ill., Sept. 24.—Corn will make 40 bus. and is well filled.—B. J. Reinman, mgr. Garfield Grain & Coal Co.

Pontiac, Ill., Sept. 27.—Corn from Pontiac to Fairbury will probably average 35 bus.; old corn is about gone.—S.

Cazenovia, Ill., Sept. 26.—Corn will not average over 30 bus.; old corn about gone; no new corn selling.—Bachman Bros.

Thomasboro, Ill., Oct. 1.—New corn will make about 35 bus.; old corn about gone.—R. E. Rising, mgr. Farmers Grain, Lbr. & Coal Co.

Washburn, Ill., Sept. 25.—About 5 per cent of old corn left in farmers hands; no new corn selling; will average about a $\frac{1}{2}$ crop.—Moschell & Robbins.

Elliott, Ill., Oct. 3.—New corn will not make over a $\frac{1}{2}$ crop; about 10 per cent of old corn left in farmers hands.—O. J. Hatteberg, mgr. Elliott Elvtr. Co.

Custer sta., Varna p. o., Ill., Sept. 25.—Have not bot any new corn; will not average over 25 bus. Oats made 30 bus.—Wm. Scarborough, mgr. Farmers Grain & Coal Co.

Streator, Ill., Sept. 24.—Frost did not materially damage corn; leaves wilted, but will make about 30 bus. Many farmers are only half filling their silos, as corn is too high priced to cut up for feed. Fall plowing progressing slowly because of extreme drought; not much wheat being sown.—S.

INDIANA.

West Lebanon, Ind., Oct. 2.—Corn making 25 bus.; old corn about gone.—Charles Graf.

Kokomo, Ind., Sept. 27.—A summary of reports from 36 dealers in north central Indiana shows the following general condi-

tions at present: Wheat: Remaining in farmers hands 26 per cent of 1913 crop; acreage sown, and being sown, 25% per cent greater than last year; 31 replies said farmers holding for more money. Oats: 24 replies show 38% per cent of new oats in the farmers hands; 10 replied "very few", as to holding for higher prices, 30 said "yes." Corn: When asked if farmers were selling new corn for December delivery, 31 reported "no"; when asked if farmers would sell new corn freely during month of Dec. @ 60c, 25 said "yes." As to quality, 29 reported "good"; prospective yield shows about 5 per cent increase.—Owen A. Dutchess.

IOWA.

Ledyard, Ia., Oct. 8.—Crops good.—Wheeler Grain Co.

Lake City, Ia., Oct. 4.—Crops good.—Lake City Grain Co.

Alden, Ia., Sept. 29.—Corn an average crop.—W. J. Hager, mgr. Farmers Elvtr. Co.

Arispe, Ia., Sept. 27.—Corn crop will be light; oats and wheat both good crops.—B. S. Petrie.

Akron, Ia., Oct. 5.—New ear corn moving now; new shelled corn will be handled soon; corn dryer than usual.—Fields & Hedges.

Livermore, Ia., Oct. 2.—We are taking in lots of grain for this time of the year; expect to handle a great deal more; corn crop good.—Geo. Debe, mgr. Farmers Elvtr. Co.

Grinnell, Ia., Sept. 28.—Grain movement light; farmers expect to harvest corn earlier than usual; crop 75 per cent of an average. Farmers seem willing to contract corn for December delivery at 60c.—C. N. Ogden, mgr. Farmers Elvtr. Co.

Taintor, Ia., Sept. 24.—Oats average; movement fair; holding for 40c; good quality; 90 per cent threshed without rain. Corn below average; very little moving; heavy frost night of 21st killed corn. No barley or rye; possibly two cars wheat.—C. C. Terrell.

Dallas Center, Ia., Oct. 4.—About 60 per cent of a corn crop; looks like good quality; possibly a little light in weight; some old corn still in cribs. Many hogs dying with cholera; not many cattle on feed; looks like there would be usual shipment of corn from here.—Robt. Whitaker.

Long Grove, Ia., Sept. 29.—Barley little better than $\frac{1}{2}$ crop; light weight; good color. Oats average crop; corn 60 per cent of last year's crop; quality of oats and corn best in many years. A little old corn in country, but will be held over. New grain moving very slowly; greater portion will be held over until next spring for higher prices.—E. H. Anschutz.

KANSAS.

Sitka, Kan., Oct. 2.—No wheat in this section.—J. S. Nokes, mgr. Sitka Elvtr. & Merc. Co.

Meade, Kan., Sept. 27.—Having fine rains; wheat sowing going on in fine shape.—W. W. Gibbons, mgr. Farmers Elvtr. & Stock Co.

MARYLAND.

New Windsor, Md., Oct. 3.—Wheat crop smallest in twenty years; quality extremely poor. Corn crop only fair, due to dry weather.—D. P. Smelser & Sons.

MICHIGAN.

Monroe, Mich., Oct. 2.—The corn crop was a disappointment; will not exceed 50 to 60 per cent of full yield; dry weather cut it badly. Wheat acreage cut 33 per cent on account of difficulty in plowing.—Amendt Mlg. Co.

Lansing, Mich., Oct. 1.—Estimated wheat yield 16.15 bus.; total number bus. marketed during month 264,920; marketed in August and September, 1,500,000 bus.; 48 mills, elvtrs. and grain dealers report no wheat marketed during September; acreage sown this fall 93% compared with last year; average date of sowing Sept. 19. Rye acreage sown 25%. Estimated oats yield 30 bus.; corn 32 bus.; beans 12 bus. and buckwheat 15 bus.—Frederick C. Martindale, sec'y of State.

MINNESOTA.

Donaldson, Minn., Sept. 29.—Crop returns better than expected; quality first-class.—K. J. Lind, agt. Federal Elvtr. Co.

Currie, Minn., Sept. 29.—Will have more corn than last year; will probably handle 90,000 bus. this winter.—M. P. Tarney, agt. Anchor Grain Co.

Badger, Minn., Oct. 4.—Crop light; good quality; wheat yield 12 bus.; flax 8 bus.; rye 25 bus.; barley 35 bus.; oats 40 bus.—H. B. Lee, mgr. Roseau Co. Farmers Co-Operative Elvtr. & Merc. Co.

Climax, Minn., Oct. 3.—Wheat yield 12 bus.; flax 8 bus.; barley 28 bus.; oats 25 bus.; rye 18 bus.—Nels K. Moe, agt. Crookston Mlg. Co.

Erskine, Minn., Oct. 3.—Crops good; good quality; coming in slowly on account of low prices.—Fred Mylerberg, agt. St. Anthony & Dakota Elvtr. Co.

Cokato, Minn., Sept. 28.—Threshing about 60 per cent done; fair crops of all grains. Corn very good; movement of grain small at present.—Farmers Elvtr. Co.

Sherack sta., Euclid p. o., Minn., Oct. 3.—Threshing nearly done, except some late flax. Crop about same as last year; better grade.—Mike Marusha, agt. Thorpe Elvtr. Co.

St. Peter, Minn., Oct. 2.—Little grain moving; farmers holding for higher prices. Fall work being done. Corn ripe; in no danger from frost. All crops best in years.—E. J. Matteson.

Beardsley, Minn., Oct. 3.—Threshing will be cleaned up in 10 days; farmers getting along nicely with plowing. Average wheat yield 12 bus.; oats 24; barley 20. Fine corn crop.—Dittes Bros.

MISSOURI.

Vandalia, Mo., Sept. 25.—No crop except wheat. Corn and oats will have to be shipped for entire year.—J. F. Coontz.

Columbia, Mo., Sept. 27.—General rains have broken worst drouth for many years but more rain is still needed in many sections; fall since Sept. 1 3.68 in. Highest temperature was 103 on the 4th and the lowest 27 on the 22d. Light frosts reported on low lands. Corn condition 52 per cent, compared with 41.8 per cent on Sept. 1 and 86.4 per cent one year ago; quality poor, about 62 per cent; much complaint of corn and fodder spoiling in shock; 92 per cent safe from frost; estimated yield 17.5 bus., or 133,000,000, on an estimated acreage of 7,610,000 acres; few reports of sales or shipments of corn; where there is a surplus it will generally be consumed at home; estimated 60 per cent was cut and shocked or placed in silos. Wheat ground in fine condition; breaking, tho long delayed, is going on rapidly; soil condition 89 per cent; estimated that 42 per cent was in Oct. 1; estimated acreage to be seeded 92.6 per cent.—T. C. Wilson, sec'y State Board of Agriculture.

MONTANA.

Cartersville, Mont., Oct. 6.—Good crop oats and durum.—F. N. Snyder, mgr. Farmers Elvtr. Co.

Roundup, Mont., Sept. 22.—Winter wheat which was seeded late not doing anything, owing to lack of moisture. Threshing progressing O. K.; yield good; quality better than last year; color a little off.—Roundup Elvtr. Co.

NEBRASKA.

Winside, Neb., Oct. 3.—Crops fair; corn better than anticipated.—E. W. Cullen.

Wolbach, Neb., Oct. 6.—Crops poor; offering 69c for wheat which is poor quality.—O. D. Barr, agt. T. B. Hord Grain Co.

Potter, Neb., Sept. 15.—Crops good; wheat best quality; tests 60 to 63 lbs.; corn was never better.—C. W. Johnson.

Ragan, Neb., Oct. 1.—Wheat seeding about done; plenty of moisture and wheat that is up looks fine. Crops short; we are shipping in corn and oats. Wheat acreage will not be as large this year as last.—C. Peterson, mgr. Farmers Grain & General Shipping Ass'n.

Blue Springs, Neb., Oct. 6.—Bountiful rains in September put soil in prime condition for wheat seeding; acreage slightly greater than last year; warmth of soil and balmy weather conducive to quick sprouting; many fields already green. Corn crop failure; will need to ship in for feeding.—Blue Springs Farmers Elvtr. Co.

Louisville, Neb., Sept. 29.—From what I can learn from the farmers around Manley and Louisville and from my own personal observations corn is much better than was expected during the latter part of the dry season; corn will probably average 10 to 12 bus. more than was indicated about Aug. 15.—S. C. Keckler.

NEW YORK.

Cazenovia, N. Y., Oct. 4.—Most grain fed to stock; hay and grain crop good this year; corn growth was retarded by drouth and later killed by early frost.—Geo. T. Atwell.

Caywood, N. Y., Oct. 3.—Oats yield 60 per cent; wheat 85 per cent; buckwheat 30 per cent; corn 25 per cent and beans 40 per cent. Extreme drouth from June 20 to Sept. 20 badly damaged all crops.—E. G. Porter.

Galway, N. Y., Sept. 24.—Buckwheat is 85 per cent of last year's crop; acreage 105 per cent; quality 95 per cent. There will be no surplus.—E. Parkis.

NORTH DAKOTA.

Buchanan, N. D., Oct. 6.—Threshing nearly finished.—F. A. G.

New England, N. D., Oct. 3.—Wheat average yield, 7 bus.; oats 30 bus.; barley 15 bus.; flax 8 bus.—E. J. Freeman.

Mott, N. D., Sept. 25.—Crops poor; wheat averaging 6 bus.; oats 12 and barley 15.—F. W. Haas, agt. Columbia Elvtr. Co.

Dickey, N. D., Oct. 1.—Most of the grain threshed; biggest share marketed; all crops very light.—C. E. Larson, mgr. Dickey Grain Co.

St. Thomas, N. D., Oct. 1.—Weather has been ideal for threshing for the last 5 weeks and it is about all done; farmers have rushed grain to market, as the roads have been excellent.—James Whalen.

OKLAHOMA.

Norman, Okla., Oct. 6.—Corn will be about 35 per cent.—S. G. Ambrister.

Durant, Okla., Sept. 24.—Grain good, about best in the state.—J. W. Leach.

Orienta, Okla., Sept. 9.—Crop conditions poor, no corn or kafir. Ground too dry for wheat seeding; had few local showers. Wheat acreage will be large if enuf moisture. Lots of wheat being used for feed.—Webster & McGinnis, per Grant Webster.

Buffalo, Okla., Sept. 10.—We raise little corn here; are having good showers now but have had the worst drouth we ever had and will not raise over ½ a crop of kafir. Had about ½ a crop of wheat; poor quality; are feeding wheat now and will have to ship in all feed stuff.—A. E. Graham, Buffalo Grain & Coal Co.

SOUTH DAKOTA.

Onaka, S. D., Sept. 23.—Crops a total failure.—T. F. Cooney, pres. Farmers Elvtr. Co.

Bonesteel, S. D., Sept. 25.—Corn looks like 70 per cent of a crop. Small grain all threshed; made from 40 to 50 per cent of last year's crop.—Ed. S. Donohue.

Mt. Vernon, S. D., Sept. 25.—Grain business brisk; average corn crop; quality exceptionally good. Local deliveries excellent the past 15 days.—E. W. Boyes, mgr. Mt. Vernon Mill & Elvtr. Co.

Naples, S. D., Oct. 6.—Wheat yielding 9 to 12 bus.; barley 18 to 25 bus.; oats about the same; flax 10 bus. Corn the best it has ever been; threshing will be finished in 5 days.—E. J. Heiser, agt. W. I. Thompson.

Yale, S. D., Oct. 4.—Grain half marketed; wheat fairly good quality but in some instances badly burnt, owing to most being headed; yield averaging 7 bus.; barley 10 bus.; oats 20 bus.—F. A. Trumm, mgr. Farmers Elvtr. Co.

Bard, S. D., Sept. 22.—Threshing almost done; wheat yields better than expected; quality first class. Oats good; yield not up to last year, but quality better. Barley almost a failure; hit by dry weather. Corn will make average crop.—J. F. McLaughlin.

TEXAS.

Pampa, Tex., Oct. 4.—Abundance of rain during September; ground in splendid condition for wheat seeding; large acreage being sown.—S. M. Owen, mgr. C. B. Cozart Grain Co.

For a number of years I have enjoyed the Grain Dealers Journal.—H. Waldo, Muskogee, Okla.

The Grain Dealers Journal is O. K.—S. W. Stephenson, mgr., La Crosse Grain Co., Dexter, Minn.

I cannot get along without the Grain Dealers Journal.—G. J. Bower, agt., Powers Elvtr. Co., Melville, N. D.

I find much useful information in the Grain Dealers Journal.—J. G. Johnson, agt. Farmers Grain Co., Kloten, N. D.

The Grain Dealers Journal has been a great help to me in many ways. I like it very much.—A. C. Hannaford, Glyn-don, Minn.

I do not want to do without the Grain Dealers Journal. It is the best paper a grain man can take.—C. E. Emery, Forest, O.

GOVERNMENT CROP REPORT.

Washington, D. C., Oct. 9.—The Crop Reporting Board of the United States Department of Agriculture reports the condition of crops in this country on Oct. 1 as follows:

Wheat.

The indicated yield of all wheat is 15.2 bus. per acre; compared with 15.9 bus. last year and 14.5 bus. the five-year average. Estimating on a planted area of 39,601,000 acres, final production will be 753,233,000 bus., compared with 730,267,000 bus., last year's harvest, and 621,338,000 bus., the 1911 harvest.

Detailed figures covering the spring wheat crop are given below:

States.	Per acre.		Total.*		Quality.	
	1913.	1912.	1913.	1912.	1913.	1912.
	bu.	bu.	bu.	bu.	P.C.	P.C.
N. D.	10.5	18.0	79,695	143,820	93.0	89.0
Minn.	16.2	15.5	67,959	67,038	92.0	86.0
S. D.	9.0	14.2	33,075	52,185	91.0	88.0
Wash.	19.0	20.4	23,161	26,459	90.0	91.0
U. S.	13.0	17.2	242,714	330,348	92.0	88.7

*000's omitted.

Corn.

The condition of corn is estimated at 65.3% of normal, compared with 65.1% on Sept. 1, 82.2% on Oct. 1, 1912, and 80.6%, the ten-year average. Indicated yield per acre, 22.2 bus., compared with 29.2 bus. last year and 26.5 bus., the five-year average. On the planted area, 106,884,000 acres, total yield is estimated at 2,373,000,000 bus., compared with 3,125,000,000 bus. harvested in 1912, and 2,531,000,000 bus. harvested in 1911.

The corn crop by states (000 omitted) is given below:

State.	Est.		Final.	
	Oct. 1.	1912.	1911.	
Illinois	279,000	426,320	334,950	
Ohio	147,000	174,410	150,540	
Indiana	171,000	199,364	174,600	
Iowa	322,000	432,021	305,350	
Nebraska	107,000	182,616	155,925	
Kansas	25,000	174,225	126,150	
Missouri	123,000	243,904	192,400	

Total 1,174,000 1,832,860 1,439,915
U. S. total... 2,373,000 3,124,746 2,531,483

The condition of corn by states follows:

States.	U. S. acre, %		Condition.		Oct. 10-yr. av.
	1913.	1912.	1913.	1912.	
Ill.	9.9	61	62	86	84
Iowa	9.3	77	76	91	82
Neb.	7.1	39	37	77	78
Kans.	6.9	10	4	72	69
Mo.	6.9	44	41	84	80
Texas	6.6	78	78	75	73
Okla.	4.8	38	39	63	67
Ind.	4.6	80	81	89	85
Georgia	3.8	87	87	74	86
Ohio	3.7	80	81	90	84
Ky.	3.4	60	59	89	86
Tenn.	3.1	66	65	82	85
Ala.	3.0	78	78	80	86
Miss.	3.0	81	81	80	86
N. C.	2.6	85	87	75	84
S. D.	2.5	79	78	84	84
Ark.	2.3	70	71	78	80
Minn.	2.2	99	95	84	83
S. C.	1.9	85	86	75	82
Va.	1.9	85	85	73	85
La.	1.8	84	85	80	82
Mich.	1.5	80	80	82	82
Wis.	1.5	94	94	83	84
Penn.	1.4	73	81	85	84
U. S.	100.0	65.3	65.1	82.2	80.6

Oats.

Oats yield per acre is estimated at 29.3 bus., compared with 37.4 bus. last year and 29.7 bus., the five-year average. The planted area is 38,341,000 acres, which gives an estimated total production of 1,122,139,000 bus., compared with 1,418,337,000 bus. harvested last year, and 922,298,000 bus. harvested in 1911. Quality is 29.1% of normal; compared with 87.1%, the ten-year average.

States.	Per acre.		Total		Quality.	
	1913.	1912.	1913.	1912.	1913.	1912.
	bu.	bu.	bu.	bu.	Pct.	Pct.
Ill.	34.7	44.2	168,326	217,818	94.0	95.0
Minn.	37.8	41.7	112,531	122,932	93.0	94.0
Wis.	36.5	37.3	83,768	84,746	95.0	87.0
Neb.	26.5	24.4	60,238	55,510	89.0	89.0
N. D.	25.7	41.4	57,928	95,220	89.0	95.0
Kan.	19.5	32.0	36,894	55,040	80.0	91.0
Ohio	30.2	44.0	55,055	93,280	89.0	91.0
Ind.	21.4	40.1	37,471	79,799	77.0	90.0
S. D.	26.5	33.8	42,294	52,390	88.0	91.0
Mich.	30.0	34.9	45,450	51,826	91.0	82.0
N. Y.	33.5	30.8	43,114	36,714	94.0	83.0
Mo.	21.2	33.0	26,246	37,125	78.0	94.0
Penn.	31.0	33.1	35,774	36,377	90.0	88.0
U. S.	29.3	37.4	1,122,139	1,418,337	89.1	91.0

Barley. Indicated yield per acre of barley is 23.9 bus.; compared with 29.7 bus. last year and 24.5 bus., the average yield 1908-1912. As the planted area was 7,255,000 acres, total final production is estimated at 173,301,000 bus.; compared with 223,824,000 bus. harvested last year and 160,240,000 bus. harvested in 1911. Quality 86.4% of normal; compared with 87%, the ten-year average.

Buckwheat. Condition 65.9% of normal; compared with 75.4% on Sept. 1; 89.2% on Oct. 1, 1912, and 84.2%, the ten-year average. Indicated yield per acre, 16.5 bus.; compared with 22.9 bus. last year and 21 bus., the average for 1908-1912. Estimating on a planted area of 841,000 bus., total yield will be 14,000,000 bus.; compared with 19,000,000 bus. harvested in 1911.

Rice. Condition 80.3% of normal; compared with 88% on Sept. 1, 89.2% on Oct. 1, 1912, and 87.5%, the Oct. 1 average for ten years. Indicated yield per acre 30.9 bus.; compared with 34.7 bus. harvested in 1912, and 33.7 bus., the average yield per acre 1908-1912. On the planted area, 824,100 acres, total production will be 25,000,000 bus.; compared with 25,000,000 bus. harvested last year and 23,000,000 bus. harvested in 1911.

WORLD'S GRAIN CROPS.

Rome, Italy, Sept. 19.—The International Institute of Agriculture estimates the world's production of various grains as follows:

Wheat. Bulgaria's estimated production is placed at 60,627,000 bus.; France, 222,734,000; Hungary, 166,677,000; Italy, 209,440,000; Roumania, 88,185,000, and Canada, 211,004,000. The total production in the following countries is estimated at 3,330,000,000 bus., 4.1 per cent more than last year's production: Belgium, Bulgaria, Denmark, Spain, Italy, Luxembourg, Russia, Switzerland, United States, Canada, India, Japan, Algeria, Tunis, Prussia, England, Wales, France, Roumania, and Hungary (excluding Croatia and Slavonia).

Rye. Estimated productions as follows: Prussia, 367,644,000 bus.; France, 53,364,000, and Hungary, 56,006,000. Total production of the following countries is placed at 1,496,000,000 bus., 6.7 per cent less than last year's total: Belgium, Bulgaria, Denmark, Spain, Canada, Prussia, France, Roumania and Hungary (excluding Croatia and Slavonia).

Barley. Total production in the wheat countries named, except India and France, is estimated at 1,225,000,000 bus., 1.2 per cent more than last year.

Oats. Prussia, 429,499,000 bus.; Roumania, 34,447,000, and Canada, 420,949,000. Total production in the wheat countries named above, minus India and France, is estimated at 3,426,000,000 bus., or 5.9 per cent under last year.

Corn. Hungary (excluding Croatia and Slavonia), 184,758,000 bus., and Italy, 98,422,000. Total production in the countries named below is estimated at 2,766,000,000 bus., 22.4 per cent less than last year's production: Bulgaria, Spain, Italy, European Russia, Switzerland, United States, Japan, Tunis and Hungary (excluding Croatia and Slavonia).

Rice. Production of rice in Japan this year is estimated at 16,662,000,000 lbs., an increase of 5.1 per cent over last year's crop.

Flaxseed Crop Condition.

The Crop Reporting Board of the United States Department of Agriculture estimates the condition of the flaxseed crop on Oct. 1 as 74.7% or normal, compared with 74.9% on Sept. 1, 83.8% on Oct. 1, 1912, and 78.3%, the October average for the last ten years. Indicated yield per acre 8.7 bus., compared with 9.8 bus. last year and 8.2 bus., the average 1908-1912. This yield multiplied by the planted area, 2,425,000 acres, gives an estimated total production of 21,000,000 bus., compared with 28,000,000 bus. harvested last year and 19,000,000 bus. harvested in 1911.

P. C. of U. S. acreage.	Condition		Oct. 1, 1912.	Oct. 1, 1911.	yr. av.
	1913.	1912.			
N. D.	43.1	74	73	80	76
S. D.	20.4	70	68	81	83
Mont.	18.0	80	84	95	86
Minn.	14.7	78	81	86	82
U. S.	100.0	74.7	74.9	83.8	78.5

DEALERS DINE AT Danville.

Western Indiana and Eastern Illinois Grain Dealers met at Danville, Ill., Thursday evening, Oct. 2, and enjoyed a banquet in the Elks' old lodge room. About 110 dealers were present and all report having spent a profitable and enjoyable time.

The entertainment com'te consisting of Fay Current, Homer, Ill., Frank Jones, Ridge Farm, Ill., and P. J. Wolfram, Marshfield, Ind., distributed badges and arranged reception and dinner so that everyone felt at home. Many dealers came in automobiles.

The dealers congregated in the reception rooms of the Elks' old lodge room at 7:30 o'clock and marched to the banquet room.

A bounteous meal was served and after the cigars were passed S. W. Strong, the toastmaster, rapped for order and said: There are many elements in the grain business and all are afflicted with divers ailments. Some dealers have a disease called "fightus" and some have fits.

These occasions are pleasant and productive of good results. I am delighted to be here, to see old and make new acquaintances. I have a fine pedigree as I was born in Indiana. George Ade said, "The brighter men are the sooner they leave Indiana." We have bright men on the program, one of whom is Lee G. Metcalf, and I am pleased to introduce him as the speaker on "Co-operation in the Grain Trade."

Mr. Metcalf: Sec. Strong mentioned the brightest period of his life when speaking of his leaving Indiana. He left Indiana when he was 2 yrs. old.

The spirit of co-operation is as old as the universe. It has come down to us thru tribal regimes and is now manifested by our powerful government of today. This spirit must be the prime thing in business and this meeting is an exponent of that spirit.

I trust, in fact, that this spirit of co-operation may be so enthusiastic as to savor of fraternalism. I have always stood for ass'n work. There are too many hazards in the grain business for me to get along without the co-operation and friendship of my brother dealer.

Everybody shud work for the welfare of all and in doing this they will double the value of elevator property.

Co-operation means that we keep within the confines of honesty and keep in mind the idea of service to our fellow-man.

Usefulness is the standard of the world. Churches wud be no good without this quality. All ass'ns shud have for their object "Usefulness."

Grain men compare most favorably with other classes of business men. I know of no business where so much depends on the honor of the men involved in the many transactions made daily. In fact, the dishonest dealer feels mighty lonesome. I hope all men present who are not members of the Ass'ns represented will appreciate the importance of co-operation and immediately make application to become members of the Ass'n in which they are most interested.

I am glad to be here. Let us stand with our brother dealers from Indiana in being *honest, truthful and friendly*.

Sec. Strong: Much has been done by Ass'n work. All classes of shippers have been hampered by the lack of cars. Some R. R.'s pay out all their earnings in dividends and big salaries. The various Ass'ns are now trying to get a bill

passed which will authorize Congress to distribute earnings of R. R.'s and also compel R. R.'s to buy needed equipment.

We have with us a man whom we all like. I take pleasure in introducing the entertainer of the evening, Bert A. Boyd of Indianapolis.

Mr. Boyd proceeded to show the dealers mysteries of his "Sucker" Box. He took a marked quarter and mysteriously transferred it into a locked box on the inside of a ball of cord.

He also proved that a grain man's hat was a veritable suitcase as was evidenced by the articles of feminine wear removed from the hat.

Everybody said Bert was a marvel in the realms of ledgerdom.

Sec. Strong: We now want to hear from a man eminently qualified to speak on "The New Grades of Corn." He is Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n.

Mr. Riley: I merely want to make a few remarks which will enable you to become enthused to the talking point. I trust that we may hear from all of you as to your views on the tentative grades.

The Gov't proposes that No. 3 corn may only contain 17½% moisture whereas I believe that 19½% moisture is the proper amount of moisture which No. 3 corn may contain. The proposed No. 3 rule does not represent present commercial corn. The southern dealers want 17½% No. 3 corn, but why penalize the corn growing communities for the benefit of the few? I think the corn growing communities are the ones to say intelligently as to what the standard for No. 3 corn shall be. If the southern markets want better corn let them buy better corn and pay more money. At present No. 3 corn is probably No. 4 in Louisville or No. 3 in Baltimore where steamer corn is wanted. We need uniform grades and the various markets are to blame for the action the Government is taking. In spite of pleadings from all grain ass'ns the various markets have not attained uniformity in grades.

The Gov't has examined 200,000 corn samples and is now asking us for suggestions as to the applicability of the rules it proposes.

I believe that the commercial No. 3 corn shud be allowed to contain 19½% moisture. Our Ass'n has instructed us to strive for action in favor of their wishes. We want the Gov't proposed rules modified.

Jesse Simpson, Danvers, pres. Co-op. Elvtr. Mgrs.' Ass'n: The grades of corn merely fix standards of value. It makes little difference what the rules of moisture content for the different grades may be. If the rules are uniform, we will merely have to adjust ourselves to the rules. I believe the Government's proposed rules are workable.

P. H. Schiffin, Chicago: The Chicago Board of Trade is in favor of standardizing grades but does not want the test requirements so high. The south always wants to buy No. 1 corn for a No. 4 price. The B. of T. has a com'te appointed to go to New Orleans and has instructed it to strive for a reduction in the moisture test requirements.

Mr. Riddle of Paul Kuhn & Co., Terre Haute: If proposed grades become law, No. 4 corn will be the commercial corn and we can adjust ourselves to the circumstances.

E. Fitzgerald, Cincinnati: I feel like Mr. Simpson. Bids will regulate everything and grades in moisture tests make little difference, if all are uniform.

Frank Witt, Indianapolis: I am sur-

prised at apparent lack of interest shown. It is easier to change proposed rules than it is to change actual rules.

Geo. H. Phillips, Chicago: Why don't we vote and find out how these men feel?

Lee G. Metcalf: Why not follow the suggestion of the Lake Maxinkuckee meeting, where it was proposed that all the grades be lifted up a notch, so that No. 1 corn wud be called extra corn. This wud lift all grades to the next and make No. 3 corn contain 19½% moisture.

Henry Hunter, St. Louis: Corn states shud have the say as to grade requirements and not be governed by eastern and southern states. I think we shud let present requirements for No. 3 corn stand.

C. E. Timberlake, Chicago: Grain is now bot and discounted according to moisture tests. Why worry much if grades are changed?

The entertainment com'te was given a rising vote of thanks.

J. M. Current, Homer: Is corn sold now for Dec. delivery liable to be subjected to the new grade rules.

Sec. Riley: Corn sold by present grading rules will have to be handled by those same rules.

A vote was taken as to the acceptability of the proposed Government rules. The vote stood about half and half and the meeting adjourned.

Convention Notes.

Terre Haute sent Harry Riddle of Paul Kuhn Co.

John Luscombe of Toledo made early inquiries for ice water.

Machinery men present were Ray Becker and Geo. P. Dickey.

The Cincinnati representative was E. A. Fitzgerald of Fitzgerald Bros.

Jesse Simpson, pres. Nat. Co-operative Managers' Ass'n., was there with his usual smile.

Toledo sent its old standby, Charles Knox, and also John Luscombe of Southworth & Co.

St. Louis was represented by E. D. Bargery of Elmore-Schultz Grain Co. and H. Hunter.

Illinois put Indiana in the shade. Forty-four Illinois dealers were there as compared with nineteen shippers from Indiana.

E. A. Fitzgerald and wife of Cincinnati and Ed Shepherd and wife came over in an automobile. Two blowouts in five miles was the record.

To the surprise of all it became known that Eddie Shepherd of Indianapolis had made his debut in medical society. It is understood that he will hereafter direct Sec. Riley and Frank Witt to do the work.

Souvenirs were conspicuous by their scarcity. John Luscombe of Southworth & Co., Toledo, handed out some match boxes and return postal cards bearing an ad stating that Toledo is the center of the seed market.

Indianapolis sent a select crowd in a special sleeper. They were Bert A. Boyd; P. G. Brafford with Hoosier Grain Co.; Wm. C. Hayward with Mutual Grain Co.; Chas. McEwan; B. B. Minor; F. M. Montgomery with Jordan & Montgomery; Chas. B. Riley, sec'y Indiana G. D. A.; E. K. Shepherd of the Cleveland Grain Co.; Frank Witt, V. L. Wright and Chief Grain Inspector Samuel Holder.

Chicago came to the front by sending E. M. Davis, Wm. M. Hirschy, Geo. H. Phillips, J. K. Riordan, H. R. Sawyer of J. H. Dole & Co., P. H. and Eugene Schifflin of Phillip Schifflin & Co., Harry G. Smith, E. F. Thompson of Lamson Bros. & Co., C. E. Timberlake, B. F. Traxler, M. L. Vehon and J. S. Wiley.

INDIANA shippers present were: John Byrne, Tab; J. O. Crane, Hedrick; Wm. Frank, Frankfort; W. E. Gaskin, Rileysburg; Chas. Graf, West Lebanon, and F. G. Heinmiller, La Fayette; W. W. Irving, Johnsonville; Frank Kelley and E. W. Korty, La Fayette; W. M. Moore, Covington; F. R. and H. M. Pence, Pence; Walter Schnaible, La Fayette; G. W. Stafford and G. E. Troster, Attica; Jesse and W. A. Summers and L. Williams, Ambia, and P. J. Wolfram, Marshfield.

ILLINOIS shippers present were: Harry Allen, Broadlands; R. T. Barton, Jamaica; O. C. Benson, Fairmount; Fay R. Best, Sidney; L. H. Blankenbaker, Sidney; J. Bush, Tuscola; R. K. Byerley, Catlin; J. M. Current, W. H. Current and Fay R. Current, Homer.

John F. Daley, Philo; A. H. Edwards, Champaign; P. M. Faucett and W. P. Foote, Champaign; K. A. Harper, Potomac; Chas. Henn, Oakland; R. E. Heron, Sidell; C. E. Hitch, West Ridge; C. E. Johnson, Champaign, and Frank Jones, Ridge Farm.

J. A. Kendall, Humrick; J. C. Kendall, Ridge Farm; R. B. McConnell, Danville; F. A. Messman, Broadlands; Lee G. Metcalf, Illiopolis; E. V. Minor, Muncie; R. S. Perry, St. Joseph; F. H. Peyton, Homer; F. M. Powell, Decatur; W. M. and G. H. Prillaman, Rossville.

C. Rice, Ellis; Fred Rose and E. J. Rose, Homer; C. F. Ryan, Philo; John Sells, Ellis; J. P. Sledge, Champaign; S. W. Strong, Urbana.

C. H. Wade, Paris; Elvis Weathers, Newman; J. B. White, Danville; C. L. Wood, Armstrong; R. L. Wood, Bismarck; Wm. Wykle, Mahomet; J. W. Young, Bismarck, and R. E. Zenke, Indiana.

THE GRAIN BUYER'S OFFICE

BY HIS OWN WIFE.

Most grain elevator operators seem to ignore the trade-bringing value of a clean, neat office. Most offices are a sight to distress the gods. The windows of some are so dirty that the office is perpetually in twilight. The office furniture is covered with an inch of dust; the manager's desk is buried deep under market reports and correspondence of two years' standing. The floor is littered with paper and spotted with tobacco juice.

Keeping the office in clean, attractive condition is well worth the slight cost and extra labor. In the first place, an orderly office impresses the customer with the business ability of the manager. It breathes a spirit of success and prosperity. It inspires confidence. The grain business is, in this respect, no different from any other business. The man who respects himself will always keep himself well-groomed; the man who respects his business will always keep his office and plant in as neat and attractive condition as possible. So far as personal appearance is concerned, the grain man's occupation is one that frequently dirties his hands and his clothes. However, the investment of a few dollars in overalls and gloves will offer the necessary protection; and there is little excuse for the grain man working at his desk dressed like a lumber jack or looking like a coal heaver.

The grain man should make it an iron-clad rule to wash the office windows once a week. The floor should be swept as often as necessary (which is in most instances daily); and it should be thoroughly scrubbed once a week. The office furniture should be dusted frequently; and the desk should be kept free from loose papers. Nothing brands the elevator man as a poor business man quicker than a littered and dusty desk. For a few cents one can purchase a letter file in which to place all correspondence. There is no excuse for using the top of the desk for this purpose. An inexpensive rug will give the office a cozy appearance; a coat

of paint or kalsomine on the walls and ceiling will brighten it.

THE GROUNDS should not be neglected. Most elevator men have more than enough time on their hands to permit them to spend a few hours weekly cleaning up the premises. All littered paper should be carefully picked up and burned. If possible, grass should be planted in front of the office and along the drive. A few geraniums growing in a window box or alongside the office entrance will more than repay the slight trouble they require.

THE ADVERTISING VALUE of a well-painted sign on the elevator or office building is often overlooked. The name of the owner should be painted in large letters on some surface where it will command the attention of all those approaching the elevator. This sign should be repainted frequently so as to keep the letters bright and easily legible.

Neatness within the elevator itself is something more than a matter of aesthetics. Protection from fire demands that the plant be kept reasonably free from dust and rubbish. However, by keeping all tools in orderly arrangement, by keeping the windows free from dirt and the walls free from cobwebs, by keeping the machinery well lubricated and in noiseless running condition, the elevator man can do much to increase the attractiveness of his plant.

A bright, cheerful office and a tidy, well-maintained plant bespeaks industry, prosperity, and contentment. The farmers will have greatly increased respect for the manager. This respect will bring more business to him. It will also have a salutary effect on his bank officials and will make it easier for him to obtain funds.

THE EFFECT ON THE ELEVATOR MANAGER HIMSELF is also well worth considering. Every man, no matter how careless and indifferent he may have grown, is susceptible to the effects of neat and attractive surroundings. Surrounded by dust, cut off from sunlight, the elevator manager in a dirty office is prone to become pessimistic, to become grouchy and irritable, to look at life with a jaundiced eye. Place the same man in an attractive office, and he will unconsciously endeavor to live up to his surroundings. In a disorderly office, the elevator man will frequently permit mail to lay for a week on his desk before answering it; in an orderly office, he will feel compelled to reply immediately in order to keep the papers from littering up his desk.

The grain man is urged to improve his plant. A little energy and a little money will accomplish wonders. Once the grain man has experienced the joy and the business-producing effect of a clean and cheerful office, he will find it impossible to work in a dingy, filthy office such as today is the rule rather than the exception in the grain business.

HEREWITH IS REPRODUCED a photograph of E. C. Fisher's elevator at Van Wert, O. Grain men will do well to profit by his example and improve their own surroundings. In this connection "A Traveler" writes that Ohio easily wins first prize for neat grain offices. He accounts for it on the grounds that Ohio elevator men frequently employ female help in their offices and are therefore compelled to observe more neatness. At any rate this is a point that should not be overlooked.



Grain Elevator and Office of E. C. Fisher at Van Wert, O.

The Grain Dealers Journal is a most valuable paper and is without doubt the best of its kind.—S. B. Stewart, vice-pres., Postlethwaite-Stewart Co., Natchez, Miss.

NATURAL SHRINKAGE WILL Not Stand in Court.

The deduction of $\frac{1}{4}$ of 1% on corn and $\frac{1}{4}$ of 1% for "invisible loss" in the payment of claims for loss in transit on grain shipments, will not stand in court. This decision has been reached by the legal departments of several western carriers; and as a result the Chicago, Milwaukee & St. Paul Railway and its subsidiary lines will not make this deduction on grain shipments for which official weights at both loading and unloading points can be furnished. By "official weights" is meant weights obtained by state or Board of Trade weighmasters. Thus, the St. Paul Road will not make this deduction in settling a claim for loss on a shipment moving from Kansas City, Omaha or Minneapolis to Chicago, but would make this deduction on a shipment originating at a country station and moving into a market having official weights, or on a shipment moving from an organized market to a destination where official weights were not obtained.

The revised rule adopted by the C. M. & St. P. resulted from a dispute among the roads entering Omaha concerning the application of the natural shrinkage provision. Several lines announced that they would not apply the rule on shipments moving out of Omaha; and the St. Paul went a step further and decided

not to make the deduction on shipments protected at both ends by official weights.

The St. Paul's rule, discriminating between official and other weights, is purely arbitrary and would in all likelihood fail in court. In a suit for recovery, the claimant would merely have to satisfy the court that both loading and unloading weights were correct. Whether or not they were "official" would be entirely irrelevant if official weights were not obtained.

THE BIGGEST CARGO of South American corn received in the past two years arrived in New York Sept. 25 when a vessel docked with 7,300 tons of shelled corn from Buenos Aires. This shipment marks the beginning, many believe, of large importations of Argentine corn.

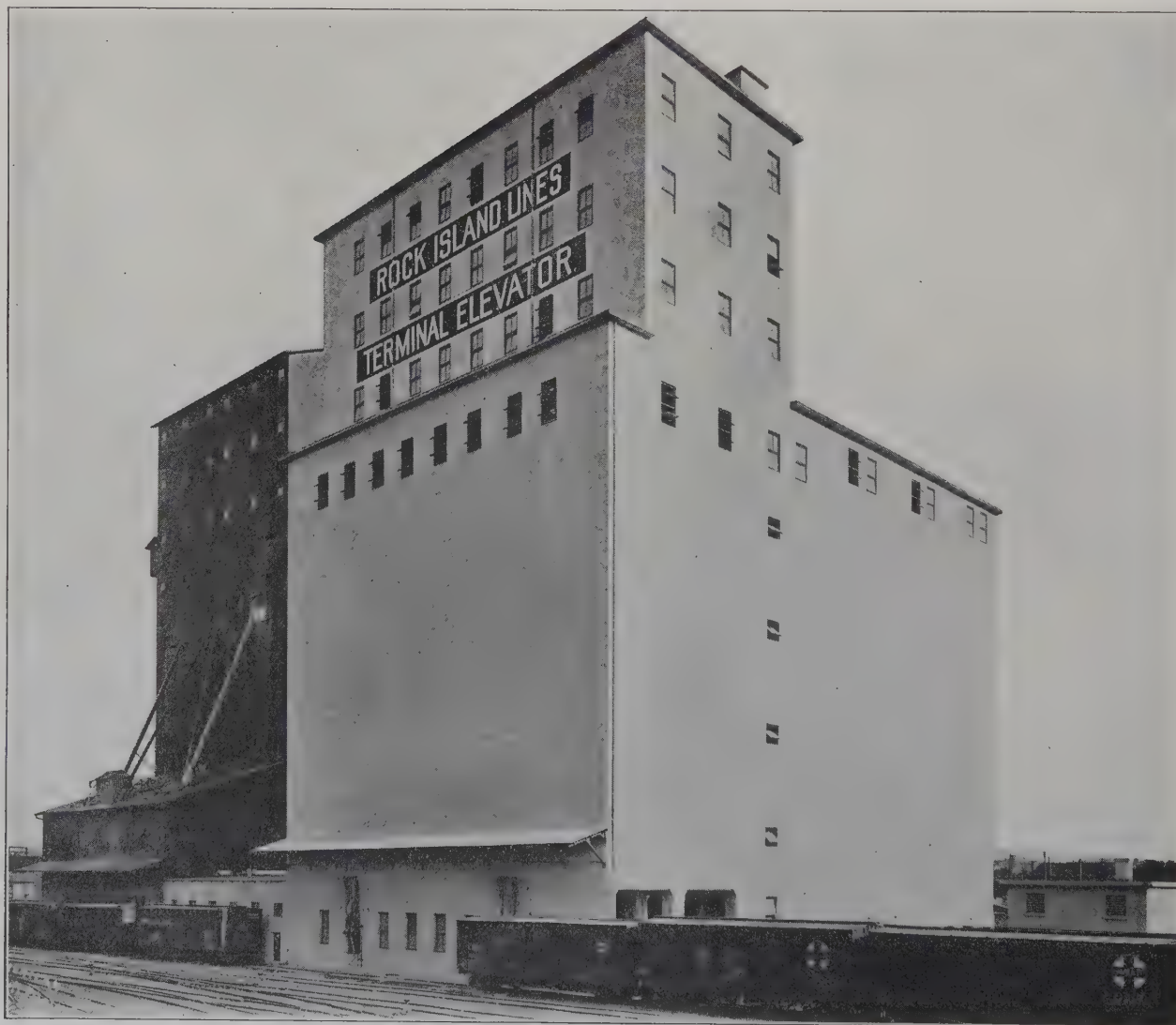
THE RAPID development of western Canada is illustrated by the fact that during September 16,500 cars of grain were loaded on the Canadian Pacific's western lines, compared with 3,887 loaded during the same period in 1912. Stated in bushels, the movement this year totaled 26,425,000 bus., of which 21,327,000 bus. were wheat; compared with 5,003,000 bus. last year, of which 4,332,000 bus. were wheat. This is an increase in a single year of over 500%.

NEW 1,000,000-BUSHEL ROCK Island Elevator at Kansas City, Kan.

In January of this year the Chicago, Rock Island & Pacific Railway Company gave the Macdonald Engineering Company a contract to build for it a 1,000,000-bus. all-concrete addition to its terminal elevator at Kansas City, Kan. The railway company desired the addition to be a complete elevator in itself, and yet so arranged that it could be operated in conjunction with the old plant.

The ground available was very limited and irregular in shape, and in order to get the required capacity, the engineers had to utilize every foot of it. This accounts for the irregular arrangement and shape of the bins. The working house is 100 ft., 4 in. by 41 ft. 9 in., and 166 ft. high above the level of the railroad track. The bins occupy a space 99 ft. by 150 ft. 4 in. The main storage bins, of which there are twenty, are circular, 24 ft. in diameter and 83 ft. high. Each has a capacity of 30,200 bus. The interstice bins and the square bins in the working house, eighty in number, vary in capacity from 2,100 bus. to 14,500 bus. each. The total storage capacity of the one hundred bins is 1,032,450 bus.

It will be noticed from the plans reproduced herewith that the basement under the storage bins is 13 ft. high. The



New 1,000,000-bu. Concrete Addition to Rock Island Lines Elevator at Kansas City, Kan., operated by Rosenbaum Grain Co. [See facing page.]

bins are placed so high because the waters of the nearby Kaw River frequently inundate the site of the elevator; and in 1905 the water reached a height of 12 ft.

The equipment of the working house includes two receiving and two shipping legs, having 20 by 6 in. buckets. In the cupola are four Richardson Automatic Scales and four ganners with a capacity of 2,000 bus. each. The grain is taken to and from the bins by nine 36-in. belt conveyors, five in the basement and four overhead. The house is provided with three railroad tracks. The two inside tracks are provided with receiving sinks, and the spouts from the scales are so arranged as to facilitate loading on all tracks.

Grain is delivered to and removed from the storage bins by 36-in. belt conveyors so arranged that grain may be delivered to either the receiving or the shipping legs. A steel gallery, housing a 36-in. belt conveyor, connects the old and the new elevators. This conveyor is reversible, so that grain may be transferred from one house to the other in either direction. The house is equipped with a complete Day Dust-Collecting System. Nine electric motors drive the machinery. The conveyor belts were furnished by W. H. Salisbury & Co.

A sacking department, provided with special bins and an automatic scale is located at one end of the working house on the side next to the loading tracks.

A two-story concrete office building 22 ft. by 32 ft. was also erected near the elevator. The old elevator was completely overhauled. The rope drives were replaced by sixteen electric motors. A 360-kilowatt generator was installed in the power house for furnishing power and light.

The quick time made in the erection of this plant is worthy of note. The contract was let in January. Early in March, as soon as the frost had left the ground, construction work was commenced. The plans called for a foundation consisting of a spread footing covering the entire area under the building. The engineers found, after excavation work had been started, that this style of construction would not be safe, owing to the character of the soil; and it was necessary to resort to the use of piling for a foundation. In six days the MacDonald engineers had two pile drivers working and six weeks after the change was agreed upon, 2,200 concrete piles had been driven, and concrete work on the substructure had been started. On April 24 work on the bin walls was commenced and on May 30 the roof of the cupola was poured. On June 30 the first grain was received, and by July 31 the entire plant was filled with grain. The small office building was completed in 21 hours after work on its foundation was completed. This record is all the more remarkable because in that time the roof was poured, the doors and windows were set, and the structure was finished except, of course, the removal of the concrete forms and the installation of the interior trim.

The new elevator, as well as the old, is operated by the J. Rosenbaum Grain Company.

The ground plan, side and front elevations, and the scale plan are reproduced herewith, as is also a photograph taken shortly after construction work had been completed.

MORE WHEAT is being fed to the bulls than to all other animals.

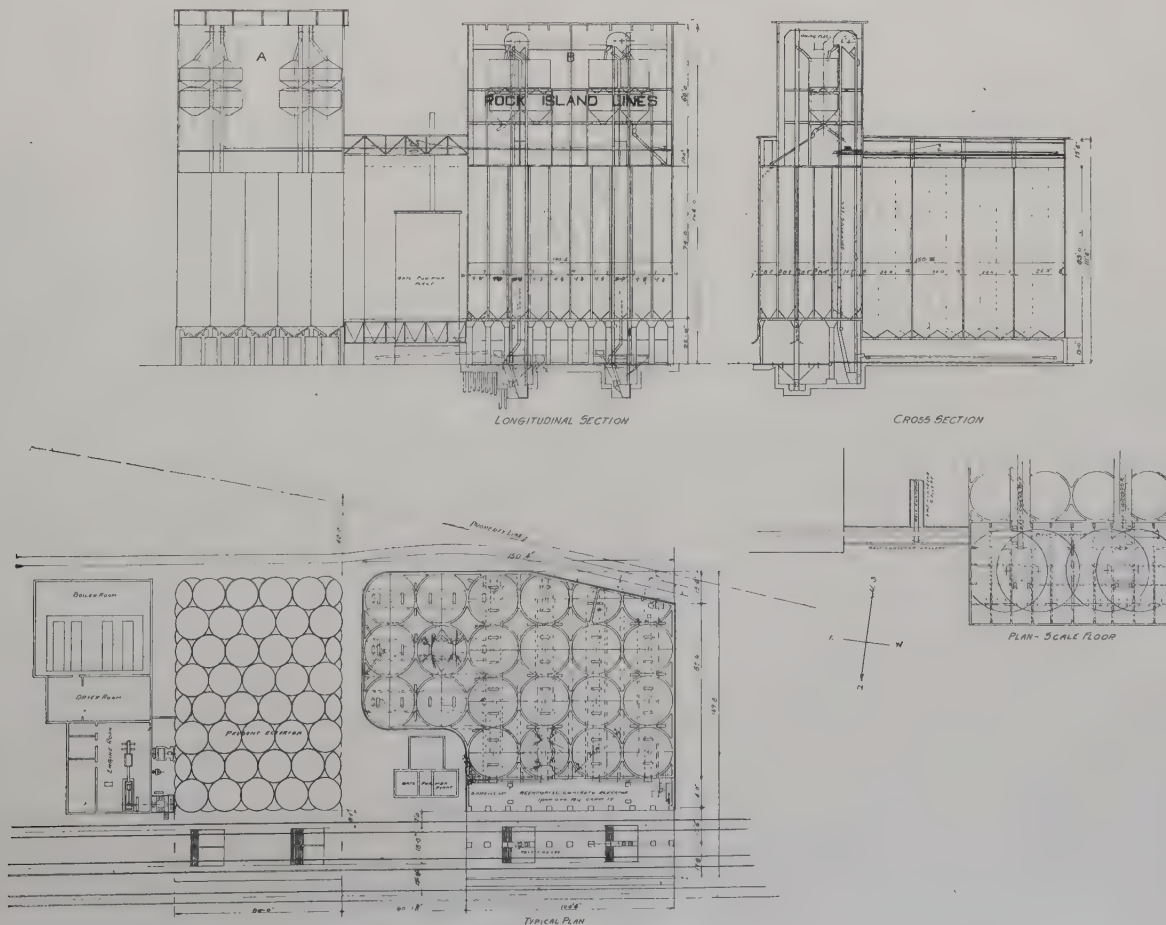
RAILROADS CHARGED With Discriminating.

The Saginaw Milling Co., Saginaw, Mich., and S. M. Isbell & Co., Jackson, Mich., on Oct. 8 filed suit with the Interstate Commerce Commission charging the Michigan Central, Pere Marquette, and Grand Trunk railways with discriminating against them in the granting of transit privileges. The plaintiffs claim that the carriers granted these privileges to other shippers at Saginaw and Jackson, but withheld the privileges from them, altho they complied with all the requirements of the transit tariffs. They state that as a consequence, they have been obliged to pay the sum of the local rates on grain and bean shipments, whereas their competitors were given the advantage of the much lower thru rates.

ADOLPH KEITEL was recently enjoined by United States District Judge Julius Meyer to discontinue permanently his malicious attacks upon the American Malting Co.

OSWEGO, N. Y., recently received an 83,000-bu. shipment of oats from Duluth by the steamer Viking, the first full cargo of oats to arrive at Oswego since 1890, when the McKinley tariff bill was enacted.

HULL, ENGLAND, imported during 1912 7,000,000 quarters (480 lbs. each) of grain, establishing a new record for this port. Of this quantity, 4,531,676 quarters were wheat. The docking facilities were severely taxed by the amount of grain handled; but as soon as the new dock and transfer elevator, together with other unloading machinery, are put into service, the port will be able to handle, with promptness, all grain received.



Plans of the Rock Island Lines Elevator at Kansas City, Kan. [See facing page.]

MIAMI VALLEY GRAIN Dealers Meet at Dayton.

The annual fall meeting of the Miami Valley Grain Dealers Ass'n was held at the Phillips House, Dayton, O., Friday, Sept. 26. The attendance was large and a good meeting was held. All those present were treated to a bounteous dinner at the expense of the Ass'n.

Pres. J. E. Wells called the meeting to order at one o'clock and emphasized the idea that all dealers should make clear to farmer patrons that the new corn grades are a product of the Federal Government and are not formulated by the grain trade.

Sec. E. T. Custenborder read the report of the Sec.-Treas., and upon motion of O. F. Furrow, same was accepted.

O. W. Cook opened the discussion on the new corn grades by reading the following paper:

THE GOVERNMENT CORN GRADES.

There are always many good and bad things to be said about any new plan designed to raise the standard of existing conditions. This is not only true politically and socially, but commercially as well.

Questions of moment pertaining to our business welfare should be examined carefully, and we should not be too hasty in offering adverse criticism; because, without deliberation, such criticism is very apt to be the product of a selfish motive.

We will be confronted in the near future with a new condition which will be the result of uniform corn grades just as soon as the government can get settled on what it thinks is best for all concerned. The tentative grades of corn as prescribed by the government are the direct output of its Department of Agriculture. The evolution of these grades has been brot about by many conditions seemingly without relation to each other, but all of them have had their respective influences in bringing about the required means to an end. Quite a bit of this work is attributed to those who are stepping into the scientific path and are using their deductions as a criterion with which to supplant the older methods.

For instance, large manufacturers who make their products from corn do not purchase it indiscreetly. They have chemical analyses made of the corn to ascertain the amount of acidity and moisture content, and follow a standard continually. Smaller purchasers have rightly demanded standardized grades. In 1909 the Grain Dealers' National Assn. was successful in formulating grades which have been used since that time in almost every market. There cannot be found one dissenting voice against uniform grading. It is astounding to think of the commercial distress actuated in the past by its not having been adopted years ago.

Owing to the variability of moisture in corn from year to year, and to the inconstant ratio of susceptibility to decompose at a given percentage of moisture, it has been difficult to ascertain that maximum percentage of moisture content which automatically and consistently adjusts itself to the intrinsic value of the product. The basic grade, No. 1, following the theory on which the government has been working, is supposed to keep indefinitely.

It has classified it with a maximum of 14% moisture with three minor classifications. This percentage, with those of the five tentative grades following, is not a true criterion as to corn's liability to decompose. We think that there will be quite a bit of contention manifested over this part of the tentative grades at the final conference of the government representatives and the grain men, because we think we will find that the consensus of opinion of one faction is that the maximum percentage of moisture, especially near the present commercial grade, is too low, and it is rational to infer that the opposition will naturally wish to sustain the tentative grades as being near the proper place for all concerned.

We think that the moisture content near the commercial grade, as prescribed by the government, is too low, because at our point most of our corn is shipped before we begin to get it to grade No. 3 in the market. Does this look as tho we are working now with a contract grade that is too liberal in its percentage of moisture? It appears to us that under the new ruling the commercial grade will practically be transferred to No. 4, especially during

the winter months. We would like to see No. 3 corn with a maximum percentage of moisture of 19% be retained as the contract grade.

If the government grades are adopted as prescribed, about all the country dealer can do to protect himself, is to install moisture testing apparatus in his elevator. He has already had a number of difficulties to overcome. We hope that he is able to improve to the extent that he can more nearly keep abreast with the times.

We are informed that the government's technical employees have expended around \$200,000.00 in the past six years in order to secure what they consider valuable information, and that they are in position to show data from over 200,000 cars of corn. This proves that they have neither spared time nor labor in trying to solve the grading problem.

If these tentative grades will do most good to the most people—all the producers and all the consumers, we will gladly acquiesce, and try to make the best of things. We feel that this change will bear some hardship on the country dealer who will have to adjust himself to the new grades by bringing into play some business system which will be the means of protection to him when he purchases corn.

Let us hope that when this grading question is finally threshed out the government will at least compromise on the maximum percentage of moisture in the various grades, and that it will retain just about the same schedule as that under which we have been working since 1909, and if we are compelled to accept it as it is, that Mother Necessity will invent something that will permit us to still have a living profit.

Pres. E. C. Eikenberry of the Ohio Grain Dealers Ass'n told of the recent discussion of the new corn grades at the meeting of the Indiana dealers. He thot that the main objection to the new corn grades is that the commercial grade of corn will be changed from No. 3 to No. 4.

J. W. Simmons: I think the country shippers should be strongly represented at the New Orleans convention and make their influence felt in the discussion. The greatest weakness of the national conventions of the past has been that the dealers from central markets have been more strongly represented than country dealers, and consequently obtained all the legislation in their favor. We must stand up for our rights and see that we get them.

Sec. Custenborder made a strong criticism of country shippers for their lax methods in buying grain from farmers. He said, that the greatest trouble with these corn grades would be obviated if the country shipper would carefully inspect each load of grain brot into his elevator and refuse to accept bad grain, except on a discount. If the farmer found that he had to take a discount on his bad grain, it would be only a short time until he would keep the bad grain at home and bring his good grain to market. The old trouble with off-grade stuff is with the elevator operator and not with the farmer. You can't blame the farmers for taking the same price for bad grain that is offered for good. Grain dealers do the same whenever they get a chance. This same story has been hashed over and over during our recent meetings without any noticeable effect. This is the fundamental solution of the matter. Nearly all of you shippers are guilty and you know it.

E. S. Sheets: What effect will these new grades have on the selling of grain by country shippers? Can we continue to sell our grain on cool and sweet terms or must we designate a particular grade?

C. O. Coppock: Where is this grain going to be inspected, can I ship my car before it is inspected or do I have to say what grade it is when I sell it?

E. C. Eikenberry: I do not understand that these grades will preclude our shipping corn to the interior on a cool

and sweet basis. These new grades affect only the Central markets and are to succeed the rules which are now in effect.

J. W. Simmons moved that a com'te be appointed to draw up resolutions expressing the opinion of this Ass'n at the National Convention at New Orleans. The motion was carried. Pres. Wells appointed the following committee: E. T. Custenborder, O. W. Cook and Lester Spencer.

E. T. Custenborder: If the country dealer sells to an interior buyer a car of No. 3 corn and ships a car of No. 5 corn to apply on that contract, is he liable other than the market difference between the two grades?

E. C. Eikenberry: No. I understand these new corn grades will have no effect whatever on the trade rules with regard to a transaction of that kind.

It was suggested that another meeting be held after the New Orleans convention in order to talk over the results. After a little discussion it was decided that another meeting was unnecessary as the meeting of the Ohio State Ass'n at Columbus will give all dealers ample opportunity to become familiar with the action taken at New Orleans.

The old officers were re-elected for the ensuing year. O. W. Cook was elected vice-pres. to succeed O. T. Roszell, deceased.

Upon motion of J. W. Simmons a com'te was appointed to draft resolutions in memory of the late O. T. Roszell of Troy, whose death occurred during the past month.

The following dealers were in attendance: J. E. Wells, C. O. Garver, L. G. Shanley, E. S. Falknor, O. F. Furrow, G. N. Falknor, J. C. Wones, E. T. Custenborder, U. G. Furnas, Geo. E. Stephenson, K. Threlkeld, A. G. Boogher, J. W. Simmons, O. W. Cook, E. C. Eikenberry, W. A. Nisonger, E. L. Allton, F. J. Russell, Rinehart Smith, H. J. Brubaker, J. C. Custenborder, H. F. Custenborder, Charles Elliott, Otis M. Shepard, L. R. Spencer, L. Finkenbein, C. O. Coppock, E. S. Sheets, J. C. Wagoner, J. T. Gephart.

The Grain Dealers Journal is first class.—Hughes Warehouse & Elvtr. Co., Nashville, Tenn.

I could not get along without the Grain Dealers Journal.—C. N. Ogden, mgr. Farmers Elvtr. Co., Grinnell, Ia.

I am always pleased to receive the Grain Dealers Journal.—I. E. Robinson, chief grain inspector, Fort Worth, Tex.

A FLAX FIBRE mill will be erected by Perry & McClelland of St. Paul at Thief River Falls, Minn., for the purpose of utilizing the flax straw grown in that vicinity. The mill will manufacture twine.

THE REPORTED large sales of Canadian oats for delivery to several lake ports has been an unfavorable factor and is mainly responsible for the decline in values. Consuming interests are thoroly imbued with the idea that the country will be flooded with Canadian oats; and with large supplies already existing at important centers, prices must seek a much lower level. Holders of Duluth 3 Whites also press their property on the market, which has added to the general depression. The only favorable factors are the decrease in the movement to primary markets and the report that farmers are reluctant sellers at these prices. While at the moment the market is at the lowest point so far reached, it must not be overlooked that the greater part of the visible supply is in strong hands, who will undoubtedly seek to advance premiums at the first opportunity.—L. W. Forbell & Co.

OPINION OF ATTORNEY General on North Dakota Dis- crimination Law.

In reply to a request by W. H. Stutsman, pres. of the North Dakota State Railroad Commission, for an interpretation of the anti-discrimination law enacted at the last session of the legislature, Andrew Miller, attorney-general of North Dakota, on Sept. 29 submitted the following opinion:

QUESTIONS SUBMITTED.

I have your favor under date of Sept. 20, submitting the following questions:

1. Is chapter 287, laws of 1913, relating to unfair competition constitutional?

2. If so, what constitutes a violation thereof?

3. Does the paying by a line elevator company of a higher price for grain at one station than it does at another, after making due allowance for the difference, if any, in the cost of transportation, constitute evidence of a violation of this act?

4. May a farmers elevator company lawfully pay 1 cent more to stockholders for grain than is paid by it to non-stockholders?

5. May a co-operative elevator company rebate to its stockholders in the shape of profits those sums which it refuses to pay non-stockholders in the way of higher prices?

6. Are the daily prices or lists furnished by The Grain Bulletin of Minneapolis, an institution affiliated with the Chamber of Commerce of that city to its subscribers in North Dakota who comprise all of the elevators of the state, and changed from time to time at the bidding of the subscribers themselves acting individually or in concert, binding on the subscribers?

GENERAL REPLY.

Chapter 287, laws of 1913, is an amendment of sections 1, 2 and 4 of chapter 258, laws of 1907, entitled: "An act to prohibit discrimination between different sections, communities or localities, unfair competition, and providing penalties for the violation thereof."

Section 1 of said act is as follows:

Any person, firm or corporation, foreign or domestic, doing business in the state of North Dakota and engaged in the production, manufacture, distribution, purchase or selling of milk, cream, butter fat, grain or any commodity in general use that shall, with the intention of creating a monopoly, or of destroying the business of a competitor, or of any regular established dealer, or to prevent competition of any person who in good faith intends and attempts to become such a dealer, discriminate between different sections, communities, towns or cities, or portions thereof, in this state, by purchasing at a higher or selling at a lower rate or price in one section, community, town or city or portion thereof, in this state, than is paid or charged by such person, firm or corporation for such milk, cream, butter fat, grain or commodity in general use in another section, community, town or city, or portion thereof, in this state, after making due allowance for the difference, if any, in the actual cost of transportation of such commodities, shall be guilty of unfair discrimination.

Section 2 provides, if complaint be made to the attorney-general, he shall investigate the matter complained of, and for that purpose may subpoena witnesses, administer oaths, take testimony and require the production of books or other documents belonging to such persons, firms or corporation, and if in his opinion sufficient grounds exist therefor, he shall prosecute an action to annul the charter or revoke the permit or license of such person, firm or corporation.

Section 4 provides the penalty for a violation thereof in a sum not less than \$200 nor more than \$3,000.

SPECIFIC REPLIES TO QUESTIONS.

1. The purpose of the act is plainly set forth in section 1, and prohibits any person, firm or corporation doing business at two or more points in this state from purchasing or selling in this state any commodity in general use at a higher price, or selling at a lower price in one section or community than is paid or charged by such person, firm, or corporation for a like commodity in another section or community, allowing for the difference, if any, in cost of transportation, with the intent to either create a monopoly, or destroy the business of a competitor or prevent

competition. After careful examination, I have come to the conclusion that chapter 287, laws of 1913, is constitutional.

2. To violate the provisions of this act, some person, firm or corporation doing business in two or more sections or communities in this state, dealing in a commodity in general use must:

(a) Pay a higher price or charge a lower price for like commodities in one section or community than is paid by such person, firm or corporation in another section or community, allowing the difference, if any, in cost of transportation.

(b) And the paying of such higher, or selling at such lower price must be with the intent to create a monopoly or destroy the business of a competitor or to prevent competition. In other words, the gist of the offense is the intent with which the prohibited acts are done, but this intent may be shown by acts of the defendant and other circumstances surrounding the transaction.

3. The paying of a higher price, or charging of a lower price by any person, firm or corporation doing business at two or more points within this state for any commodity in general use at one point than is paid by such person, firm or corporation at another, after allowing for the difference in the cost of transportation, if any, in the absence of explanatory circumstances negating such intent, constitutes, in my judgment, strong evidence tending to show a guilty intent by such person, firm or corporation, to violate the provisions of the statute under consideration. But the circumstances surrounding the act of paying a higher price at one point than at another in this state, after allowing for the difference in cost in transportation, if any, may be such as to negative an intent to create a monopoly or destroy the business of a competitor or prevent competition.

To illustrate:

A line elevator company doing business at two or more points in this state has, as a competitor at one point, an independent buyer or a farmers elevator company. The independent buyer, or farmers' elevator company, as the aggressor, voluntarily puts the price on grains above the legitimate market price at that point. In my opinion the line elevator company would have a right, for the purpose of meeting competition at that point, to follow and pay a price equal to the price paid by the independent buyer or farmers' elevator company at that point, without being required to pay a like price at other points. For in such cases the raise in the price by the line elevator at its point of competition with the independent buyer or farmers' elevator company, would be for the purpose only of meeting its competition at that point and not with any intent to either destroy the business of a competitor or prevent competition.

4. Section 2244, revised codes of 1905, defines what is a public warehouse and public warehousemen, as follows:

All buildings, elevators and warehouses and all grist and flour mills doing a shipping business in this state, erected or operated by any person, association or co-partnership, corporation or trust, for the purpose of buying, selling, storing, shipping or handling grain for profit, are declared public warehouses, and the person, association, co-partnership or corporation owning or operating such buildings, elevators or warehouses, which are now or may hereafter be located or doing business within this state, whether such owners or operators reside within this state or not, are public warehousemen, within the meaning of this article, and none of the provisions of this article shall be construed so as to permit discrimination with reference to buying, receiving and handling grain of standard grades or in regard to the persons offering such grain for sale, storage and handling at such public warehouses, while the same are in operation.

This definition includes as public warehouses, all elevators in this state operated for the purpose of buying, handling, storing, selling or shipping grain for profit, and as warehousemen all persons, associations, co-partnerships, or corporations, operating the same within this state.

Farmers' Elevator a Public Warehouse.—Under the common law a public warehouseman is a public agent and pursues a public employment, and he may not discriminate between customers, nor do anything inconsistent with the impartial discharge of his duties to the public. A farmers elevator company doing business for profit, as we have seen, is a public warehouseman, under the statutes of this state, and by common law is prohibited from dis-

criminating among its customers by paying a higher price to one than to the other.

Cannot Favor Stockholders.—It follows, therefore, that a farmers elevator company may not pay 1 cent more per bushel to its stockholders than such company pays for like grades of grain to non-stockholders. That the legislature so understood the law, is apparent from the following language continued in section 2244:

"And none of the provisions of this article shall be construed so as to permit discrimination with reference to buying, receiving and handling grain of standard grades or in regard to the persons offering such grain for sale, storage and handling at such public warehouses while the same are in operation."

Section 2242, revised codes of 1905, makes it the duty of the commissioners of railroads to establish necessary rules and regulations for the management of public warehouses of this state, so far as such rules and regulations may be necessary to enforce the provisions of any law in this state. Rule 1, adopted by the board of railroad commissioners and now in force, 1911 report railroad commissioners, page 118, is as follows:

"Public warehousemen shall not permit discrimination with reference to buying, receiving and handling grain of standard grades, nor in regard to parties offering such grain for sale, storage or handling at such public warehouse."

It seems plain that the paying of a higher price to one class of customers than to another for a like commodity by any elevator company, person or association, is a violation of the provisions of Rule 1, prohibiting discrimination with reference to buying, as well as of the law governing public warehousemen.

5. I am not sure that I fully understand what is meant by question No. 5. If reference is made to a corporation for profit organized under the laws of this state, each stockholder would, of course, be entitled to his share of the profits in proportion to his stock, but in the usual manner of dividends. If to an unincorporated association, I should like to have first submitted to me a copy of its articles of association and bylaws.

6. In regard to the card of list prices, furnished by The Grain Bulletin of Minneapolis, referred to in question No. 6, it is my opinion that such prices or lists are advisory only, and not binding upon subscribers and do not have any bearing whatever on the question of whether or not there has been a violation of the statute under consideration.

Exports of Corn Oil and Glucose.

Corn oil exports during the seven months ending Aug. 1 amounted to 9,960,092 lbs., compared with 13,095,086 lbs. for the same period ending Aug. 1, 1912. Exports for July were 871,350 lbs., compared with 975,610 lbs. in July of last year.

Glucose amounting to 94,207,602 lbs. was exported in the seven months prior to Aug. 1, compared with 64,285,259 lbs. exported in the corresponding period of 1912. These figures are taken from report of O. P. Austin, chief of the Bureau of Statistics.

CANADIAN OATS to the amount of 1,000,000 bus. were purchased on Oct. 2 and 3 for importation into this country. The J. Rosenbaum Grain Co. bot a cargo of 300,000 bus., to be shipped from Fort William to Chicago. The oats were sold, it is said, on the basis of December price, c.i.f. Chicago, duty paid. A shipment of 500,000 or 600,000 bus. was also made to Toledo, O., and 150,000 bus. to Minneapolis. On Oct. 3 Canadian No. 2 white oats were offered at Chicago for ten days' shipment at 42½¢, duty paid, delivered at Chicago, or practically at the same price as quoted on sample market. Canadian No. 2 white western oats closed in Winnipeg on the same day at 34½¢. Canadian oats are being offered in eastern markets, duty paid, at prices considerably under those asked for domestic oats.

Feedstuffs

Edinger & Co., Louisville, Ky., plan to increase the storage capacity of their plant and to install machinery for the manufacture of molasses feeds.

San Francisco during September received 1,377 tons of bran, compared with 1,392 tons received in September, 1912.—Henry C. Bunker, chief inspector, Chamber of Commerce.

The Excello Feed Milling Co., St. Joseph, Mo., recently increased its capital stock from \$75,000 to \$100,000 in order to finance extensions and improvements to its plant.

J. C. Woodcock, Arkansas City, Kan., has organized the Boss Feed Milling Co., and has started in the hay and feed grinding business. Mr. Woodcock was formerly engaged in this business at Cherryvale, Kan.

The Arizona Alfalfa Mill Co., Phoenix, Ariz., has been granted permission by the Corporation Commission of Arizona to issue stocks and bonds to finance the purchase of machinery and the enlargement of its works.

Kansas City received 1,620 tons of bran and shipped 11,100 tons during September, compared with 2,040 tons received and 3,740 tons shipped during September, 1912, according to E. D. Bigelow, sec'y Kansas City Board of Trade.

The Indiana Milling Co., Terre Haute, Ind., was fined \$50 and costs on Mar. 3 for misbranding mixed feed. Government inspectors found that the feed did not contain the percentage of protein guaranteed on the label.

Baltimore received 784 tons of feed and shipped 221 tons during September; compared with 1,070 tons received and 116 tons shipped in September, 1912.—James B. Hessong, sec'y Chamber of Commerce.

O. L. Hunter & Co., Chicago, Ill., were awarded \$600 damages from Wissbeck-Grunwald Co., Milwaukee, Wis., by a Milwaukee court in settlement of a suit over five cars of bran, sold last January by the Hunter company to the defendant and refused by the latter.

Argentine bran at \$1 per ton under current prices, duty paid, is being offered at New York City. Keusch & Schwartz Co. on Oct. 1 purchased 500 tons for October delivery. When the new tariff becomes effective, it is believed that Argentine bran will sell in American markets at 10% under present prices.

Oil cake exported in the seven months prior to Aug. 1 included 48,886,810 lbs. of corn oil cake, 622,791,499 lbs. of cotton seed oil cake, and 548,806,149 lbs. of linseed oil cake; compared with 44,079,766 lbs. of corn oil cake, 702,944,379 lbs. of cotton seed oil cake, and 395,694,645 lbs. of linseed oil cake exported in the corresponding period of 1912, according to O. P. Austin, chief of the Bureau of Statistics.

The suit of the American Feed Manufacturers Ass'n against officials of the State of Virginia was settled by agreement Sept. 20, when the United States District Court entered a decree that the case be continued indefinitely and dropped from the trial calendar subject to reinstatement within one year upon application of either party. In the mean-

time the interlocutory injunction granted at a previous trial will continue in force.

The Clover Leaf Milling Co., Buffalo, N. Y., recently purchased the plant of the Victor Motor Truck Co., comprising a new brick structure and five acres of ground. The Milling Company plans to purchase 15 acres of land adjoining, and will erect a 350,000-bu. elevator and an eleven-story feed mill next to the present building, which will be used as a warehouse. The Clover Leaf Milling Co. has received \$93,000 from insurance companies in settlement of the loss on its old plant.

During the seven months ending Aug. 1, 52,081 tons of dried grains and malt sprouts and 115,850 tons of mill feeds were exported from the United States, compared with 46,096 tons of dried grains and malt sprouts and 8,267 tons of mill feeds exported during this period in 1912, according to O. P. Austin, chief of the United States Bureau of Statistics. The mill feed exports for 1912 are inaccurate as prior to July 1, 1912, mill feeds were included under the heading "bran and middlings."

Two hundred sacks of corn chops

shipped by R. J. House & Co., Kansas City, Mo., to the Augusta Mercantile Co., Augusta, Ark., were confiscated recently by United States pure food inspectors because the chops were adulterated with sand. In this connection, R. J. House appeared before the directors of the Kansas City Board of Trade recently in regard to a previous seizure by government officials of corn chops shipped by the House company to Iola, Kan., because adulterated with sand.

Bran-Seizure Case Settled.

The suit of the U. S. Department of Agriculture against A. L. Bartlett Co. before the United States District Court for the Northern District of Illinois was heard at Chicago on Oct. 1. The Bartlett Co. agreed to plead guilty of misbranding a shipment of bran seized by federal inspectors at Rockford, Ill., Feb. 17 because labeled "pure and unadulterated bran." The government maintained that the bran contained wheat screenings and was therefore adulterated. The Bartlett Co. paid the court costs and executed a \$250 bond in order to regain possession of the bran.



New Transfer Elevator of Fostoria Grain Co. at Fostoria, O. [For description, see facing page.]

GOVERNMENT APPROVES Suggested Bran Label.

The label "Wheat bran with ground millrun of screenings" was formally approved by the United States Food and Inspection Board in a letter dated Sept. 26 from Dr. Carl L. Alsberg, chief of the Bureau of Chemistry, to W. G. Crocker, a Minneapolis miller.

On Sept. 23 a number of Minnesota millers held a conference at Minneapolis to determine how bran should be labeled in order to meet the wishes of the Food Inspection Board. A committee composed of W. G. Crocker, A. L. Goetzmann, La Crosse, Wis., and Walter Stern, Milwaukee, Wis., took the matter up with the Board and obtained its approval of the label mentioned above.

On Sept. 30 a second conference was held at Minneapolis; and the millers instructed the committee to obtain the Board's views as to whether it would require that all of the seed, broken kernels, etc., taken out of the milled wheat must be put in the bran. One of the millers suggested the label "Wheat bran and screenings; screenings not exceeding — per cent"; each miller to insert the percentage of screenings actually present in his bran. Incidentally, Dr. Alsberg's letter contained an official definition of screenings, as follows: "Screenings are the smaller imperfect grains, broken grains, weed seeds, and other foreign material having feeding value, separated in cleaning the grain."

LESS CORN will be bot in the Southeast than ever before, even Florida has the biggest crop of corn it ever had. That will make the shipments of corn from the West to the Southeast very small this year.—Joseph Gregg, Atlanta, Ga.

THE \$50,000,000 fund for moving the crops was nearly half distributed by Sec'y of the Treasury McAdoo by the end of September, at which time the South had received its full allowance, and the central west was receiving its share.

MADISON, MINN., held a corn show on Sept. 25, 26, and 27 to prove that it was in the heart of good corn-producing country. Ten years ago Lac qui Parle County was considered too far north for corn. Last year 45,000 acres were planted to this cereal, and this year the crop covered 90,000 acres.

NEW TRANSFER ELEVATOR at Fostoria, O.

The Fostoria Grain Co. recently began receiving grain in its new 60,000-bu. transfer elevator located on the N. Y. C. & St. L. Ry. at Fostoria, O.

The elevator is 42 by 48 ft. and 125 ft. high. It is of cribbed construction and covered with galvanized corrugated iron. The basement is 7 ft. high, working floor 16 ft. high, and cupola 60 ft. high above the bins. The storage bins are twenty in number, and each is 49 ft. in height.

A car shed 42 ft. in length covers the receiving and shipping tracks. The shipping track has a capacity of 30 cars, and the receiving track will hold 20 cars. The two tracks are connected at both ends with the Nickel Plate passing siding in order that cars may be placed with a minimum amount of switching.

The elevator is equipped with four elevator legs. The receiving leg has a capacity of 6,000 bus. hourly, and the other three legs each have a capacity of 4,000 bus. hourly. Located on the second floor of the cupola are two 96,000-lb. Fairbanks Hopper Scales, equipped with type registering beams. Each scale has a hopper capacity of 2,000 bus.

The cleaning machinery includes an S. Howes Co. Eureka Double Warehouse Separator of 3,500-bus. hourly capacity, and a Eureka 1,200-bu. Clipper. Both machines are equipped with ball bearings and are of the Howes Co.'s latest design. A car puller able to handle 12 cars is located in the basement, and double power shovels are located in the car shed. Two B. F. Constant Manlifts and a portable 6-bu. Richardson Automatic Scale Bagger complete the equipment.

All machines are driven by electric motors furnished by the General Electric Co.

Adjoining the elevator is a one-story feed warehouse 42 by 48 ft., which is also covered with corrugated iron.

The office building is a one-story brick structure located 200 ft. from the elevator. As will be seen from the photograph accompanying this article, it is a neat, attractive building. It is 28 by 34 ft., on a concrete foundation, and covered with steel shingles. The interior is subdivided into four rooms and a toilet. The main office is 20 by 15 ft. 6 in. Back of it is a room 13 ft. 4 in. by 10 ft. 6 in., and to one side is the president's

office, 12x11 ft. 4 in. The office will be heated by natural gas.

The Fostoria Grain Co. was organized in May, 1913, and has been doing a track grain business since June 1. The officers of the company are J. L. Cruikshank, pres.; G. O. Cruikshank, vice-pres.; A. T. Ward, treas. and general manager, and Geo. L. Kraft, sec'y. These men were formerly in the grain business at Lima, O. Fostoria is well situated as a grain receiving and shipping point as it has three east and west trunk lines, the N. Y. C. & St. L., Baltimore & Ohio, and Lake Erie & Western; and two north and south lines, Toledo & Ohio Central, and Hocking Valley.

A photograph of the elevator is shown herewith. The plant was built by the Burrell Engineering & Construction Co.

Books Received

POP CORN FOR THE HOME, by C. P. Hartley and J. G. Willier, contains information concerning the growing and preparing of pop corn for home consumption. —Farmers Bulletin 553; 13 pages; U. S. Dept. of Agriculture, Washington, D. C.

REPORT OF KANSAS BOARD OF AGRICULTURE, covering the quarter ending March, 1913, has just been issued. The book contains the proceedings of the Board's annual meeting, Jan. 8-10. Paper covers; 224 pages; F. D. Coburn, sec'y, Topeka, Kan.

KAFIR AS A GRAIN CROP describes the 6 leading and other varieties of kafir, the best methods of culture, planting, harvesting, threshing, storing and uses of the grain. Farmers Bulletin 552, illustrated, 19 pages, by Carleton R. Ball, Agronomist, U. S. Dept. of Agriculture, Washington, D. C.

WILSON'S GRAIN RATES, No. 2, is a compilation of freight rates on wheat and corn from all stations in Iowa to Kansas City, Omaha, St. Louis, and Chicago. The Iowa stations are arranged alphabetically; and where a station is on more than one railroad, the rates via all of the lines are given. By means of supplements, the compiler will keep the purchasers of the book informed of rate changes. The most noticeable thing about this compilation is its non-technical arrangement. Those who are not expert in deciphering modern railway tariffs will find in Wilson's Grain Rates a handy, easily understood compilation of Iowa grain rates. Paper covers; 39 pages; price \$2, including supplements as issued. H. G. Wilson, Board of Trade, Kansas City, Mo.

A **HYBRID WHEAT** of high yield has been produced by a farmer at Mulino, Ore., by crossing Egyptian wheat with domestic species of wheat.

E. M. ESTABROOK was recently appointed chief of the United States Bureau of Statistics. This is the department that issues the monthly government crop reports.

I enjoy reading the Grain Dealers Journal and do not see how any grain dealer can get along without it.—J. M. Ringo, Donna Milling & Feed Co., Donna, Tex.

RUSSIAN PORTS are badly congested as the result of a strike by the dock laborers. Even the men on the floating elevators have quit; and the unloading of grain from railway cars is stopped. Elevators are filled to capacity; and grain merchants have instructed their agents to stop buying.

THE **BUENOS AIRES** Futures Market earned a profit of \$88,000 during the year ended June, 1913. Of this amount \$28,000 was distributed to various reserve accounts, and \$60,000 was paid to stockholders. The company is capitalized for \$600,000, of which \$400,000 has been issued, so the shareholders were paid a dividend of 15%. The total quantity of grain and seed registered by the company during the year was 6,930,000 quarters.



The Attractive Office of the Fostoria Grain Co., Fostoria, O. [See facing page.]

Seeds

Flax acreage small; seed turning out poor.—Eben H. Schwartz, Occident Elvtr. Co., Valley City, N. D.

Farmers are dictators as to price of clover seed here.—Younce Grain Co., Union, O.

Good crop alfalfa seed in this vicinity.—P. N. Snyder, mgr. Farmers Elvtr. Co., Cartersville, Mont.

The Montana Seed Growers Ass'n held a meeting at Great Falls, Mont., Oct. 3, in connection with the state fair.

Clover hulling is in progress from Pontiac, Ill., to Fairbury and seed returns are quite satisfactory.—S.

Clover is a short crop and red top a very short crop.—Reynolds Seed & Commission Co., East St. Louis, Ill.

Bismarck, N. D., Oct. 2.—Decrease in brome grass and timothy crops in this vicinity.—Oscar H. Will & Co.

The Buffum Pure Seed Co. has been incorporated under the laws of Delaware with a capital stock of \$1,000,000.

The Albert Dickinson Co., Chicago, Ill., has registered at the United States patent office the word "Turk" as a brand for its alfalfa seed.

The seed warehouse of O. J. Barnes, Grand Forks, Minn., burned to the ground Oct. 2, causing a loss of \$60,000. The plant was filled with feed and seeds and was partly insured.

Duluth received 470,000 bus. of flax seed and shipped 1,237,000 during September; compared with 229,000 bus. received and 258,000 bus. shipped during September, 1912.—Chas. F. MacDonald, sec'y Board of Trade.

Columbia, Mo., Sept. 27.—Missouri acreage of timothy threshed for seed was but 31% of last year's acreage; yield 2.8 bus. per acre. Cowpeas show a condition of 60% on account of dry weather.—T. C. Wilson, sec'y Board of Agriculture.

The new tariff places a duty of 25c per bu. on beans, 10c per bu. on green or dried peas, 15c per bu. on castor beans, and 20c per bu. on flaxseed. The duties under the Payne-Aldrich tariff were as follows: Beans 45c, peas 25c, castor beans 25c, and flaxseed 25c.

Clover seed in northern Indiana gave an average yield of 2¼ bus. Inquiries as to quality showed 20 good, 12 fair, 1 poor, and 3 did not reply. All correspondents that it would require higher prices to make the farmer sell his clover seed.—Owen A. Dutchess, Kokomo, Ind.

The Wisconsin seed law as recently amended has not yet been published for distribution. Some sections of the old law were not amended, and it will be necessary for the state officials to get out a publication containing those sections not changed as well as the amended sections. This will be done as soon as possible.

Farmers realize that there is only one large crop of clover seed about every five years and they will everywhere carry over seed enough for several seasons. They have the money and the disposition. They have paid fancy prices for several seasons. Their land needs fertilizing. Demand will be largest in years.—C. A. King & Co.

Kansas City received during September 2,000 bus. of flaxseed and 30,000 bus. of kafir corn and shipped 1,000 bus. of flaxseed and 28,000 bus. of kafir corn. In September of last year, 9,000 bus. of flaxseed and 61,600 bus. of kafir corn were received; and 2,000 bus. of flaxseed and 44,000 bus. of kafir corn were shipped, according to E. D. Bigelow, sec'y Kansas City Board of Trade.

Milwaukee received during September 150,000 lbs. of timothy seed, 13,375 lbs. of clover seed, and 9,600 bus. of flaxseed, compared with 522,650 lbs. of timothy seed, 123,305 lbs. of clover seed, and 24,000 bus. of flaxseed received during September, 1912. Shipments included 274,385 lbs. of timothy seed, 33,450 lbs. of clover seed and no flaxseed, compared with 60,000 lbs. of timothy seed and no clover or flaxseed shipped in September.

Timothy seed futures are comparatively new in Toledo. Chicago has had them much longer but the trade at Toledo is larger. This is the third season at that market. This season opened with very low prices. September timothy sold \$1.75 a bu. High was \$2.80 in August. Prices last season started high but declined \$4.50. Two years ago prices were high all season. The \$7.40 high point was highest in late years for September timothy.—C. A. King & Co.

Toledo received during September 7,912 bags of clover seed, 459 bags of alsike seed, and 5,889 bags of timothy seed, compared with 6,320 bags of clover seed, 720 bags of alsike seed, and 8,762 bags of timothy seed received during September, 1912. Shipments amounted to 2,560 bags of clover seed, 23 bags of alsike seed, and 2,261 bags of timothy seed; compared with 673 bags of clover seed, 676 bags of alsike seed, and 11,747 bags of timothy seed shipped in September of last year.

Samples of timothy and alsike seed are being received at the Canadian seed laboratory in large numbers for so early in the season. Nearly all of the timothy samples so far received represent lots of old seed, and many of them are of poor general quality and low vitality. Last year much of the timothy in eastern Ontario and Quebec was harvested in poor condition and the effects are being shown in the seed that has been carried over, as most of it is dark in color and some is more or less musty. A large proportion of alsike samples are from the new crop and on the whole they are of good quality, being much superior to last season's crop both in freedom from weed seeds and general quality.—E. D. Eddy, for Canadian Seed Commissioner, Ottawa, Ont.

Imports of seeds during the seven months prior to Aug. 1 included 2,474,625 bus. of flaxseed and 8,579,966 lbs. of clover seed, compared with 5,938,427 bus. of flaxseed and 23,540,346 lbs. of clover seed imported during the corresponding period of 1912. Exports during the seven months included 2,998,995 lbs. of clover seed, 8,687,689 lbs. of timothy seed, and 45,763 bus. of flaxseed, compared with 823,493 lbs. of clover seed, 1,353,112 lbs. of timothy seed, and 4,229 bus. of flaxseed exported in the corresponding period of 1912. Exports of foreign seeds during the seven months prior to Aug. 1 included 1,810 lbs. of clover seed, and 168 bus. of flaxseed; compared with no clover seed and no flaxseed exported during the corresponding period of 1912, as reported by O. P. Austin, chief of the Bureau of Statistics.

MARKETING ALFALFA SEED

The production of alfalfa seed is not a very staple enterprise in this country due largely to the uncertainty of the crop. While the sections producing seed vary somewhat with the season the general area is confined to the dry lands and irrigated valleys of the West. The production of alfalfa seed is quite different from that of clover, inasmuch as it is commonly produced in considerable quantities by individuals engaged in growing it. Clover, on the other hand, is usually produced by a large number of farmers and in most cases each farmer produces only a small quantity. Throughout Texas, Oklahoma, and Nebraska the production of alfalfa seed may be said to be similar to that of clover, while farther west in Colorado, Utah, Idaho, Montana and Washington, seed growing is more of an independent industry and is engaged in on a more definite basis.

In the first states mentioned the seed is grown by the farmer and ordinarily sold to some local dealer or elevator man, who may or may not clean it before selling it to wholesale houses or jobbers. It is very seldom that the farmer cleans the seed and sells it directly to the wholesale dealer. Since the states in question do not ordinarily produce large quantities of seed in any given section, the wholesale dealers do not make a practice of sending out buyers for the seed, either while the crop is maturing or after it has been harvested. No effort is made by the farmers in these states to pool the crop or to form an organization with a view of in any way controlling the market.

In Colorado, Utah, Idaho, Montana, and Washington the situation is somewhat different. These states have large areas where seed is produced in considerable quantities and oftentimes large wholesale houses or jobbing concerns put buyers in the field both during the growing period and after the crop is harvested. They do not as a rule contract for seed much in advance of harvesting. There are various organizations, especially in Utah, where the farmers combine for the purpose of marketing their product to the best advantage. Members of this organization consider it very useful not only in enabling them to get acquainted with marketing conditions and demands, but also in putting them in touch directly with retail dealers and consumers in many cases. Where the growers have organized, the seed is in a sense pooled and frequently stored in common warehouses. The representative of the organization arranges for sales to consumers, retailers, wholesale houses, and to jobbers.

The successive steps from which the seed passes from the grower to the consumer are as follows: grower to local seedsmen, grain buyer, jobber, or agent of wholesale house; local seedsmen to wholesaler; wholesaler to retail merchant; then to consumer. In case the jobber enters into it, he in general sells only to wholesale dealers. Transactions involving the sale of alfalfa seed are mostly on a cash basis.

With the advent of improved strains, or specially adapted strains, of alfalfa, the contract system is coming into use. Certain dealers, especially those engaged extensively in handling the Grimm variety, put seed out under contract. These contracts are along the same line as those followed by seedsmen in general for the growing of vegetable and flower seed.

While there is more seed grown in this country than is imported, the imported

seed has a very direct influence on the market. Cheapness of labor in Europe and the low cost of transportation from Europe to America give European seed an opportunity to compete strongly with the home-grown product.

With the exception of the farmers who are organized, there is great lack of definite information on the part of the farmer of markets and marketing conditions for alfalfa seed. There are many sections where the seed can be grown profitably, but the farmer is not sufficiently familiar with the markets to feel justified in entering into the business.

The principal diversion points for alfalfa seed are Salt Lake City and Ogden, Utah; Pocatello, Idaho; Billings and Chinook, Mont.; Omaha, Neb.; Kansas City, Mo.; Lawrence, Kan.; Oklahoma City, Okla.; and Fort Worth, Tex.—From Report No. 98 by Geo. K. Holmes, statistical scientist, U. S. Dept. of Agriculture.

From the Seed Trade.

SALINA, UTAH, Oct. 6.—Yield, acreage and quality of alfalfa seed are the same as last year. No considerable amount was carried over from last season, probably only a car or two of inferior grade.—Sevier Valley Merc. Co.

CINCINNATI, O., Sept. 30.—The demand for clover seed is light, as well as receipts, due to farmers holding back. A good demand exists for timothy seed and farmers are selling quite freely. Crop is about an average.—J. M. McCullough's Sons Co.

LOUISVILLE, KY., Oct. 1.—Orchard grass seed crop has all been harvested and made one-fifth of an average crop. Prices are likely to remain firm all season. Kentucky blue grass is in about the same condition as orchard grass, except that a large supply is being carried over. Clover in Kentucky and Tennessee produced a large crop of good quality. Seeding has been very backward on

account of the drouth.—J. W. Jefferson, pres., National Seed Co.

MINNEAPOLIS, MINN., Oct. 1.—We will have a slight increase in acreage of clover, and a decrease in timothy seed. No clover was held over from last year altho quite a considerable amount of timothy seed is still held in farmers' hands. From returns we have received from threshing of clover we think about 4 bus. to the acre will be a fair average. The farmers will not be free sellers of clover seed at present prices.—A. S. Boulton, mgr. Minneapolis Seed Co.

CRAWFORDSVILLE, IND.,—Very little timothy seed in this section this year, and practically none at all threshed as the price of hay would not warrant threshing of timothy at prices prevailing for seed. Not a great stock of timothy seed was carried over in this State, and we believe there will be a good active demand thruout the year. Our clover crop is a fair average crop with a little larger acreage than usual and the quality not quite as good as an average. The yield, had it all been saved, would probably have made an average crop. We have, however, been having very discouraging weather for threshing the past four weeks. The rainy, damp weather is very much against the yield of clover, and the quality is very much lowered on account of weather damage. We now consider that the clover crop is below a ten year average. The farmers are holding most of their seed for higher prices. From present indications, it seems that they would not be free sellers at below \$8.00. This would mean about \$9.50 for prime seed in Toledo. No one can forecast what the farmer may do, but things at present indicate that he will be a firm holder of clover. This is not to be wondered at when we consider the high prices prevailing for clover seed the past two or three years.—A. E. Reynolds, pres., Crabbs-Reynolds-Taylor Co.

OFFICIAL MINNESOTA Scale Ticket.

A standard form of scale ticket for the use of country grain elevator operators has been prescribed by the Minnesota Railroad and Warehouse Commission, and is shown in the engraving herewith.

In so many country elevators the form of scale ticket used was of very little practical value, important data as to the initial receipt of grain being constantly omitted, which made it difficult to trace other receipts later issued, or checks issued in payment thereof, to their proper source. The object of prescribing this specific form is to provide for a definite, uniform, initial record of grain received into country elevators or warehouses.

Under Sec. 2100, Chap. 28, revised laws of 1905, and Sec. 1, chapter 252, general laws of 1907, the Minnesota Railroad Commission has issued the following regulation:

Rule 1. The party operating such warehouse (country grain elevator) shall keep on a scale book a true and correct account of all grain received into such warehouse, showing the date of its receipt, the name of the owner, the grade, gross weight of wagon and grain, gross weight of grain, as well as dockage and net weight of each lot or load of grain received, and shall also keep a similar record of grain shipped from said warehouse, showing the date of shipment, number and initial of car, also the grade and gross and net weight as returned by the State Inspection and Weighing Departments. Such scale books shall be kept permanently on file in all local warehouses for the purposes of inspection by the commission or its authorized agent or agents.

The use of any other form or memoranda in lieu of a legal warehouse receipt is unlawful.

For convenience these tickets are printed in blocks of six, or 4 or 2, so that they can be duplicated by the use of carbon paper. If it is desired to give the duplicates to farmers that would necessitate the perforating of the lower ones.

The tickets measure three by four inches and are consecutively numbered. They must not be detached from the book or given out as a receipt or slip, but are to be retained as memoranda of loads received.

Imports and Export of Beans.

Beans amounting to 500,569 bus. were imported in the seven months prior to Aug. 1, compared with 732,709 bus. imported in the corresponding period of 1912. Exports of beans and dried peas during the seven months prior to Aug. 1 included 193,304 bus. of domestic origin and 15,052 bus. of foreign origin; compared with 146,219 bus. of domestic origin and 21,862 bus. of foreign origin exported in the corresponding period of 1912, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the seven months prior to Aug. 1 aggregated 144,050,846 lbs., compared with 122,228,915 lbs. imported in the corresponding period of 1912. Exports included 22,983,372 lbs. of rice to Aug. 1, compared with 3,162,561 lbs. exported in the corresponding period of 1912. Of foreign rice, rice flour, rice meal, and broken rice we re-exported 7,216,750 lbs. during the seven months prior to Aug. 1, compared with 7,505,515 lbs. re-exported in the corresponding period of 1912, as reported by O. P. Austin, chief of the Bureau of Statistics.

SCALE TICKET No. 1									
Delivered					191				
By									
Owner									
GRAIN			GRADE			DOCK			
POUNDS					BUSHELS				
Gross Weight of Wagon and Grain					Gross Bu.				
Weight of Wagon					Dock "				
Gross Weight of Grain					Net "				
STORAGE TICKET					CASH CHECK				
NO.					NO.				

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The shippers of Kansas, Missouri and Oklahoma have applied to the Federal Court for an injunction against John H. Page, Commissioner of Agriculture, to prevent him from collecting an inspection fee for all hay, grain and feed sold in this state.

CALIFORNIA.

Standiford sta., Modesto p. o., Cal.—Farmers in this vicinity are organizing a company to build a farmers warehouse to take care of the grain and alfalfa crops. James High, W. M. Way, A. B. Smith and others are interested.

Receipts of grain at San Francisco during September included 22,387 tons of wheat, 16,806 of barley, 5,133 of oats, 1,125 of corn and 36,689 bags of beans; compared with 18,981 tons of wheat, 27,203 of barley, 3,963 of oats, 297 of corn and 32,827 bags of beans received during September, 1912.—Henry C. Bunker, chief inspector, Chamber of Commerce.

CANADA.

Hanna, Alta.—A 30,000-bu. elvtr. is being built.

Camrose, Alta.—The elvtr. of the Alberta Pacific Elvtr. Co. has been opened.

Vancouver, B. C.—The Vancouver Flour Mills Co. has completed its 30,000-bu. elvtr.

Neepawa, Man.—The Dow Cereal & Mfg. Co., Ltd., will build an oatmeal plant and elvtr.

Alcott, Sask.—J. E. Carter & Co. of Portal, N. D., will build an elvtr. at this point.

Wauchope, Sask.—Bernet & Griffiths have bot the elvtr. of the Farmers Grain & Supply Co.

Regina, Sask.—The Matheson-Lindsay Grain Co. has opened a branch office in this city with Miller & Ross as local agts.

Lenore, Man.—The elvtr. of the Grain Growers Grain Co. burned recently. It contained no grain at the time of the fire.

Carberry, Man.—The Manitoba Grain Growers Grain Co. will handle the selling end of the business of the Alberta Elvtr. Co.

Winnipeg, Man.—Alexander Cavanagh has been appointed mgr. of the terminals of the Grain Growers Grain Co. at this point.

Fielding, Sask.—The elvtr. of Newman, McLean & Miller, known as the British American Elvtr., burned recently; loss, \$10,000.

White Water, Sask.—The Dominion Elvtr. Co. has discontinued business at this point and has moved its elvtr. to Swift Current.

Fort William, Ont.—Work is being rushed on the elvtr. of the Fort William Elvtr. Co. and the building will be ready for grain in a short time.

Moose Jaw, Sask.—Work on the government interior elvtrs. at this point and Saskatoon will be started at once by the Barnett-McQueen Co., Ltd.

Port Arthur, Ont.—The opening of the government elvtr. has been postponed until Oct. 10. The ceremonials were sheduled to take place on the 1st.

Fort William, Ont.—The new drier of the F. A. Guy Grain Co. will have a capacity of 6,000 bus. per day. It will be built of concrete and will be operated in connection with the elvtr.

Winnipeg, Man.—Randall Gee & Mitchell were the first tenants to move in to the new addition of the Grain Exchange. The new building will be completed in a few days and many offices are now occupied.

Fort William, Ont.—A second water slip is being dug to the elvtr. of the Grand Trunk Pacific Ry. Co. and it is rumored that additions will soon be made to the 7,000,000 bus elvtr. of the company.

Winnipeg, Man.—Sec'y C. N. Bell of the Grain Exchange has been notified by the grain inspector at Fort William that it is impossible to bin new oats separately and therefore new and old oats will be binned together.

Saskatoon, Sask.—Altho many free sites were offered to the commissioners for the government interior terminal elvtr. at this point, the city council acting on the recommendation of Chairman Magill of the grain commissioners, decided to buy the site originally selected from Alexander & Smith, paying \$57,000.

Milestone, Sask.—The elvtrs. of O. K. Wilson and the International Elvtr. Co. burned at 10:45 p. m. Sept. 19. Wilson's Elvtr. contained 25,000 bus. of grain and was insured for \$15,000. The other house had 20,000 bus. of grain and was fully insured. The fire is believed to have been of incendiary origin.

Sand Point, West St. John, N. B.—The Government Dept. of Public Works has let contract to the John S. Metcalf Co., Ltd., for half a mile of grain shipping conveyor galleries at Berths No. 5 and 6, to cost approximately \$135,000. Work will be started at once and will be rushed to completion for use this winter.

Edmonton, Alta.—The officials of this province and the directors of the Alberta Elvtr. Co. held a conference recently, the government officials approving the report of the elvtr. company and commending it for the work accomplished during the year. Arrangements were also made for a loan of \$300,000, covering 85 per cent of the cost of the elvtrs. completed or under construction.

COLORADO.

Kersey, Colo.—The elvtr. known as the United Produce Co.'s Elvtr. and operated by Mosher & Parker Mercantile Co. has been taken over by the Farmers Mercantile Co. of Greeley and Jess Cooper is mgr. It will do a wholesale grain and potato business.—W. C. Fisher.

Denver, Colo.—A. D. Wall, sec'y of the Chamber of Commerce Flax Buro, which gives much of its time to the encouragement to flax growing in this state, is advocating the establishment of an oil mill in this city. He says: "In order to get ideal market conditions and assure the farmer a good price, we should have an oil mill in Denver, and we trust that this condition may be brought about soon."

DISTRICT OF COLUMBIA.

Washington, D. C.—The U. S. quartermaster has contracted for the following shipments of oats to the Philippines: W. W. Robinson Co., Seattle, Wash., 3,000 tons; Albers Bros. Mfg. Co., Portland, Ore., 1,000 tons; Ed. F. Cameron, Helena, Mont., 1,500 tons, and the Northwest Grain & Warehouse Co., Portland, Ore., 1,500 tons.

IDAHO.

Payette, Ida.—We have succeeded the Payette-Weiser Mill Co. and will increase the capacity of the mill. I was formerly mgr. for the Updike Mfg. Co. of Omaha.—A. Edgecomb, mgr. Payette Mfg. Co.

Cul de Sac, Ida.—The C. E. Wood Co. is remodeling its elvtr. and will install a new smutter and cleaner. A large addition has been built and a chop mill will be added to the equipment of the plant, which will be operated by steam power.

ILLINOIS.

Pekin, Ill.—The Smith-Hippen Co. will build a new office.

Steward, Ill.—The Farmers Elvtr. Co. has installed new scales.

Decatur, Ill.—The Staley Starch Co. resumed operations Oct. 1.

Malden, Ill.—A. A. Ewing is now mgr. for the Malden Elvtr. Co.

Odell, Ill.—Gulshen & Wolf have put in a new 6-ton wagon scale.

Florence, Ill.—J. F. Schmidt is building a large elvtr. and corn crib.

Elliott, Ill.—I expect to put in a new wagon scale.—J. S. Cameron.

Leverett, Ill.—We contemplate erecting a concrete elvtr.—A. J. Flatt & Son.

Creston, Ill.—Henry Hurst of Mendota has bot the elvtr. of Dickinson & Lewis.

Kerrick, Ill.—The Kerrick Grain Co. will repair its elvtr., putting on a new roof.

Lake Fork, Ill.—The elvtr. of Mansfield Ford Grain Co., burned Sept. 8, will be rebuilt.

Atkinson, Ill.—The Farmers Elvtr. Co. has installed an ear corn elvtr. and scale house.

Loda, Ill.—I am repainting my elvtr. and making general repairs.—E. M. Hungerford.

Chadwick, Ill.—Richard W. Kedell of West Virginia has bot the elvtr. of N. H. Hawk.

Latham, Ill.—The elvtr. of Kratz & Maus has been completed and is now in operation.

Washington, Ill.—I expect to paint my elvtr. and make other general repairs.—M. W. Jenkins.

Cazenovia, Ill.—We are contemplating the installation of an automatic scale.—Bachman Bros.

Rockport, Ill.—The farmers in this vicinity are discussing the erection of an elvtr. in the near future.

Arlington, Ill.—A manlift and cleaner have been installed in the elvtr. of the Arlington Grain Co.

Cairo, Ill.—The next annual meeting of the Illinois Grain Dealers Ass'n will be held here June 2, 1914.

Deer Creek, Ill.—Jos. Garber, mgr., and Harry Small, ass't mgr., of the Farmers Elvtr. Co., have resigned.

Iroquois, Ill.—E. W. Kee, mgr. for L. T. Hutchins, will be married Nov. 5, to Miss Lena Churchill of Chenoa.

Bushnell, Ill.—Geo. W. Cole broke a muscle in his leg recently; but is able to move about with the aid of a cane.

Perdueville, Ill.—I have just put galvanized steel roofs on my two elvtrs. and made general repairs.—J. B. Carson.

Doran, Ill.—The Farmers Grain Co. has bot suit against the I. C. R. R. Co. for alleged shortages in grain shipments.

Clarence, Ill.—We have built a concrete engine house and have put in a new Fairbanks Gasoline Engine.—D. M. Carson.

Burtonview, Ill.—Henry Kromminga is again buying grain for the Farmers Grain Co., after an absence of several months.

Del Rey, Ill.—We have made general repairs and will install a 15-h.-p. electric motor in one of our elvtrs. here.—Maddin Bros.

Pekin, Ill.—The four storage tanks for the Corn Products Refining Co. have just been completed by the Witherspoon-Englar Co.

Buckley, Ill.—I have just completed remodeling the elvtr. I bot of C. E. Babb & Co. and will use it exclusively for oats storage. I now have 2 elvtrs. here.—B. E. Morgan

Elliott, Ill.—We expect to cover the roof of one of our elvtrs. with galvanized corrugated iron.—O. J. Hatteberg, mgr. Elliott Elvtr. Co.

Beardstown, Ill.—Schultz, Baujan & Co. have equipped their mill with a new style, agate bearing, scale, the first to be installed in this part of the country.

Varna, Ill.—Our firm frame should be listed as Geo. Pearce and not George Pearce & Co. No one is interested in the business but myself.—Geo. Pearce.

Thomasboro, Ill.—If we can make proper arrangements to obtain current, we will install an electric motor.—R. E. Rising, mgr. Farmers Grain, Lbr. & Coal Co.

Holcomb, Ill.—The Holcomb-Dutton Lbr. Co. has let contract to the Burrell Engineering & Constr. Co. for the installation of a B. S. Constant Chain Feeder.

King's Crossing, Brocton p. o., Ill.—Price & Cooley, who are doing business under the name of the Brocton Elvtr. Co. at Brocton, are building an elvtr. here.

Haydens Crossing, Manhattan p. o., Ill.—John Lichtenwalter will be mgr. of the Farmers Elvtr. Co. and will open the new elvtr. which will be ready in a few days.

Kewanee, Ill.—The two elvtrs. here are on railroad ground and must be moved by Apr. 4, to make room for a new depot. I have a site and will move my house early in the spring.—C. A. Wylie.

Frieling Siding, Bonfield p. o., Ill.—W. C. Frieling has erected a 13,000-bu. frame elvtr. at this siding, which is half way between Bonfield and Essex. The house is iron clad and has a metal roof.—T.

The Bassett Grain Co., of Indianapolis, Ind., and the Hawthorne Grain Co., of Bloomington, Ill., have refused to arbitrate, and were automatically expelled from the Illinois Grain Dealers Ass'n.

Springfield, Ill.—State Supt. of Public Instruction Blair is sending an illustrated circular to all the schools in the state urging that "Corn Day" be celebrated next month more extensively than ever before.

Manteno, Ill.—West Bros. will install a manlift, put in new belting, enlarge the elvtr. legs and cover the building with iron in addition to the improvements mentioned in this column in the last number of the Journal.

Gilman, Ill.—The elvtr. of the R. F. Cummings Grain Co. was recently threatened by fire in a blacksmith shop next door. The damage to the elvtr. amounted to \$25 only. The paint on the north end of the house was badly blistered.—T.

Rankin, Ill.—When the dump at the elvtr. of Geo. Petri, became unlocked recently, while a load of corn was being put into it, the horses attached to the wagon fell into the dump and had to be lifted out. Fortunately the team was not injured.

Monticello, Ill.—C. J. Bear has been elected pres. of the Monticello Grain Co., to succeed J. A. Salyards, and J. O. Weddle will succeed N. B. Kelly as sec'y. Mgr. Roy Jones, who recently resigned, has reconsidered the matter and will remain as mgr. for another year.

Newman, Ill.—Elvis Weathers, formerly bookkeeper for the Farmers Elvtr. Co. at Ridgefarm, and Frank Jones, mgr. for the same company, have leased the elvtr. recently reported sold by Bankert & Son, and will operate as the Newman Elvtr. Co., with Mr. Weathers in charge as mgr.

Kenney, Ill.—H. B. Rowe, Sr., and H. B. Rowe, Jr., bot the elvtr. owned by the Kenney Elvtr. Co. at this place. H. B. Rowe, Jr., who was until recently associated with W. A. Worth in the grain brokerage business at Pontiac and Streator, will assume the management of the business.

Peoria, Ill.—The elvtr. of the Iowa Elvtr. Co., containing thousands of bus. of grain, was discovered on fire at 12:30 a. m., Oct. 1, but the effective work of the fire dept., which arrived on record time, saved the building. The blaze is believed to have been of incendiary origin, as it started under an oat bin in the main building.

Cardiff, Ill.—Mike Walsh has sold his 20,000-bu. elvtr. here, on the Wabash, to Jas. H. Walsh of this place.

Streator, Ill.—Wm. Mills, formerly local mgr. of Jas. E. Bennett & Co., and G. A. Clifford, formerly with Lamson Bros. & Co., have formed a partnership and will operate as Mills & Clifford, with offices in this city. They will place orders for future delivery at Chicago on the wires of Jas. E. Bennett & Co., and do a general cash grain business.—S.

Campus, Ill.—Mike Walsh has sold his 50,000-bu. elvtr. here, on the Wabash, and his residence to Geo. E. Walsh of Cardiff. Possession given Oct. 1. M. Walsh will move to his farm near Nemaha, Iowa, and devote his time to raising grain and stock.

Champaign, Ill.—The scale inspection dept. of the state grain dealers ass'n is growing in popularity and Scale Inspector Rikert has been unusually busy. Scales have been inspected by him for the following: Dickinson & Lewis, and M. Kennedy, Creston; G. W. Banks, Irene; Holcomb-Dutton Lbr. Co. at 5 stations and C. L. Pierce and A. D. Stanford at Malta.

Pontiac, Ill.—W. A. Worth has succeeded Worth & Rowe. Mr. Worth bot the interest of H. B. Rowe, his partner, and will continue the business of buying grain under his own name. The firm was enjoying a fine business, but Mr. Rowe was compelled to give his attention to the grain business which he and his father bot at Kenney. The Streator office will be closed temporarily.

Paxton, Ill.—Risser & Rollins of Kankakee succeeded R. Mayfield Sept. 1. Bert Rollins will be in charge of the business. He has moved his household effects from Kankakee and will live here. The firm has put in a new Fairbanks Wagon Scale. The elvtr. was formerly the property of W. H. Westbrook, who sold it to C. H. Thrasher who in turn sold to Mr. Mayfield.

Rio, Ill.—The Rio Grain Co. has brot action to compel C. D. Littlefield and wife to give them a clear title to the land upon which the elvtr. is built, which was bot from them. The grain company alleges that the title deeds were not recorded and have been lost. It is alleged that a duplicate deed has been made out but that Littlefield refuses to let his wife deliver it.

Evans Siding, Lincoln p. o., Ill.—The elvtr. of the Township Line Grain Co. is nearing completion. The foundation and first story are constructed of concrete. The superstructure is of steel and is subdivided into 8 bins, 45 ft. high, having a total capacity of 17,000 bus. The cupola is also of steel, 12 ft. high, and contains the motor for the operation of the cleaning and grinding machinery. A 4-ton Howe Scale will be installed. The elvtr. is served by the Ill. Traction System.

Plainfield, Ill.—The Plainfield Grain Co. bot the elvtrs. of Kersten & Smiley, Sept. 24, at this station, Nomontown sta., Plainfield p. o., and Wolfs Crossing, Oswego p. o. Possession will be given during this month and for the present there will be no change in mgrs. and employees. The company has increased its capital stock from \$25,000 to \$75,000 and will operate 7 elvtrs., as follows: 2 at this station, 2 at Caton Farms, Minooka p. o., 1 each at Frontenac sta., Eola p. o., Normantown sta., Plainfield p. o., and Wolfs Crossing, Oswego p. o.

German Valley, Ill.—I read in the Journal for Sept. 25, under the head of Zell, S. D., that Henry Arends pleaded guilty to the charge of embezzlement, and was sentenced to a year of hard labor. Before Mr. Arends's case came up for trial he came here with a representative of his former employer, and induced aged relatives to assist him in reducing his indebtedness to the extent of \$400, with the understanding that the elevator company would retain him as its agent and deduct monthly from his salary, until the whole obligation was settled.—T. J. Cordes.

CHICAGO NOTES.

The Board of Trade will be closed Oct.

13 on account of Columbus Day, which falls on Sunday this year.

Keehan Bros. recently gave the MacDonald Engineering Co. a contract for an 80,000-bu. concrete elvtr.

The Northwestern Yeast Co. received grain in its new elvtr. Oct. 7. The plant was built by the Witherspoon-Englar Co.

The foundation of the Michigan Central Elvtr. has been completed and work on the first story is being pushed. The Witherspoon-Englar Co. is the contractor.

Mrs. Julia A. Stebbins, mother of Geo. L. Stebbins, sec'y of the Sawers Grain Co., died at the home of her son in Morgan Park, Oct. 6.

Albert Reeves Sheppard, member of the Board of Trade, died Sept. 29. Mr. Sheppard had been connected with the exchange for over 30 years.

Wm. Haynes, for 21 years in the wholesale and retail feed business in this city, died at St. Joseph Hospital, Oct. 2, at the age of 56 years and 1 day. He is survived by his widow, 3 daughters and 2 sons.

Leroy Bell has succeeded H. J. Patten as a member of the executive com'te of the Board of Trade Mutual Benefit Ass'n, having been elected to the office at the annual meeting, Sept. 26. Mr. Patten declined re-election.

The new terminal yards of the Chicago & Alton Railroad will be ready for use early in November. This yard cost \$1,200,000, covers 325 acres, and has a capacity of 3,500 cars daily, which will ultimately be increased to 6,500 cars.

On Oct. 2, the state grain inspection dept. refused to accept a cargo of wheat graded at Duluth as No. 1 northern, at that grade, grading it No. 2 Northern mixed spring wheat which is undeliverable on contracts at this market. The cargo is a mixture of velvet chaff and blue stem.

CHICAGO CALLERS: Joseph Gregg, Atlanta, Ga.; E. L. Rosenberg, of Rosenberg & Lieberman, Milwaukee, Wis.; C. A. McCotter, sec'y Grain Dealers Fire Insurance Co., Indianapolis, Ind.; Michail V. Vavilov and John D. Ivanov, engineers of the Grain Elvtr. Dept. of the Imperial Bank of Russia, St. Petersburg, Russia.

The grain elvtr. and hay warehouse of the Geist Bros. Co. burned, Oct. 5, with a loss of \$50,000, fully insured. Thirty horses belonging to the company were burned to death and Thos. Ridley lost his life trying to free the imprisoned animals. It is thot that the blaze was of incendiary origin and investigations are under way. In the last 7 months about a dozen hay and grain firms in the city have suffered a fire loss and it is believed that some one is making a systematic attack on concerns of this kind. Geist Bros. will rebuild their plant as soon as possible.

Receipts of grain at Chicago during September included 4,367,000 bus. of wheat, 15,205,000 bus. of corn, 12,930,000 of oats, 367,000 of barley and 2,167,000 bus. of rye; compared with 7,367,800 bus. of wheat, 12,426,050 of corn, 17,673,600 of oats, 1,499,500 of barley and 308,800 bus. of rye received during September, 1912. Shipments for the month included 5,866,000 bus. of wheat, 8,212,000 of corn, 8,630,000 of oats, 369,000 of barley and 104,000 bus. of rye; compared with 6,043,900 bus. of wheat, 8,124,750 of corn, 14,084,100 of oats, 137,800 of barley and 110,700 bus. of rye shipped during September, 1912.

Application for membership in the Board of Trade has been made by Wm. R. Bawlf, W. E. Neiler, Ray C. Baldwin, Chas. E. Hunting, Wm. P. Rice, F. L. Evans and Frank L. Kidder. The following have been admitted to membership: Edward R. Gibbons, Eugene W. Lewis, Chas. D. Townsend, Dudley M. Irwin, Benj. H. Milliken and Clarence H. Bogart. The following memberships have been posted for transfer: The estates of John G. Keith and J. H. Ellsworth, James H. Townsend, Chas. A. Jones, Fred P. Smith, Geo. T. Kimball, James R. Dalton, Edwin O. Moffatt, Robt. H. Lanyon, Fred S. Heinmiller and Wm. W. Day. Memberships are quoted at \$2,200 net to buyer.

Thos. Phillips, active in the grain trade for 43 years at Morris, Ill., died Oct. 6, aged 77, at the residence of his son, Geo. H. Phillips, in Sheridan Park. For two terms he had been treasurer of Grundy County, and at one time was a pioneer miner on the Pacific Coast.

INDIANA.

La Crosse, Ind.—A. W. Walls is mgr. of the recently organized Farmers Elevator Co.

West Lebanon, Ind.—I expect to concrete the basement of my elevator and will put in a new boot and a new elevator leg.—Charles Graf.

Winthrop, Ind.—The elevator of the Winthrop Grain Co. is being remodeled and rebuilt and new machinery will be installed throughout. W. S. Moore has the contract.

Lawrenceburg, Ind.—The Lawrenceburg Roller Mills Co. has completed 10 reinforced concrete grain bins, having a capacity of 30,000 bus., which gives the company a total storage of 600,000 bus.

Flora, Ind.—Ashpaugh & Flora are reported to have brot injunction proceedings against James Brower to prevent him from closing a wagon road to the elevator. He holds a deed to the land and wants to build a garage on the ground.

Van Buren, Ind.—The elevator of the old firm of John Studabaker & Son, and the one belonging to the same company at Roseburg sta., Marion p. o., have been deeded to the reorganized company, the Studabaker Grain & Seed Co., for \$11,000.

Indianapolis, Ind.—New members to the Indiana Grain Dealers Ass'n are: Favorite Grain Co., Kirklin; Nickel Grain Co., Valparaiso; Mollett Grain Co., Toledo, O.; Kirkland Grain Co., Kirkland; Travis & Co., Kingsbury; Berne Mfg. Co., Berne; J. L. Peters, Collett; C. V. Graft, Winchester; Cook & Aukerman, Red Key; F. R. Pence, Pence; The Files-Thomson Co., Inc., Indianapolis; Castleman Williamson Co., Culver; W. A. Meloy, Argus; C. H. Billman & Sons, Shelbyville; Advance Grain Co., Advance; Wellington Mfg. Co., Anderson.

IOWA.

Milford, Ia.—The elevator of K. S. Myers is rapidly nearing completion.

Dumont, Ia.—Repairs have been made on the elevator of Gilchrist & Co.

Lester, Ia.—I purchased the elevator of B. B. Anderson some time ago.—Wm. Lauck.

Ledyard, Ia.—We have painted and reshingled our elevator.—Wheeler Grain Co.

Spencer, Ia.—The Farmers Elevator Co. has put a cement block foundation under its elevator.

Arispe, Ia.—I have succeeded Wray & Petrie and operate in my own name.—B. S. Petrie.

Rands sta., Rockwell City, Ia.—Henry Blankenburg is now mgr. of the Farmers Elevator Co.

Lake City, Ia.—We have installed a Fairbanks Automatic Scale.—Lake City Grain Co.

Mediapolis, Ia.—The A. D. Hayes Co. of New London has bot the elevator and mill of I. J. Todd.

Livermore, Ia.—We have built a 14x24 ft. office at the elevator.—Geo. Debe, mgr. Farmers Elevator Co.

Collins, Ia.—The Neola Elevator Co. has installed a Fairbanks-Morse 12-h. p. gasoline engine in its elevator.

Akron, Ia.—The elevator of the Hunting Elevator Co., burned Sept. 6, will be rebuilt soon.—Fields & Hedges.

Des Moines, Ia.—Ward G. Case is Iowa mgr. for Bartlett, Frazier & Co. H. H. Pratt will be his ass't.

Libertyville, Ia.—I am no longer interested in the grain business.—Chas. H. Miller, sec'y Farmers Elevator Co.

Vinton, Ia.—Farmers Grain Co. incorporated; capital stock, \$25,000; incorporators, N. E. Miller and others.

Baxter, Ia.—The S. E. Squires Grain Co. has made many improvements in its plant and now has an up-to-date house.

Gilman, Ia.—N. S. Beale and others of Tama will build an elevator here if a satisfactory lease on a site can be obtained.

Titonka, Ia.—F. S. Livermore has let contract for a store room addition to his elevator, increasing the capacity to 40,000 bus.

Ft. Dodge, Ia.—The Quaker Oats Co. has let contract for a \$10,000 addition to its plant in which a corn drier will be installed.

Mt. Vernon, Ia.—John Dobson of Hedges & Dobson was recently poisoned by dust from the oats in the elevator and was seriously ill.

Chariton, Ia.—The foundation of the elevator of McKlveen & Eckenberry has been finished and work on the superstructure will be rushed.

Elmore, Ia.—The Wheeler Grain Co. has been overhauling its elevator. The house has been painted, a new roof put on and a big sign put up.

Luther, Ia.—The Farmers Elevator Co. has torn down its corn cribs and will build larger ones. It also contemplates further improvements.

Alden, Ia.—We have installed a Fairbanks Morse Automatic Scale and will build new corn cribs.—W. J. Hager, mgr. Farmers Elevator Co.

Osage, Ia.—Wm. Cordea, Henry Inda and Wm. Smith are interested in the organization of a farmers elevator company to buy the elevator of C. M. Mast.

Shannon City, Ia.—We will operate the elevator recently purchased of the G. A. Snyder Grain Co. under the name of Petrie & Hoopes.—B. S. Petrie.

Parkersburg, Ia.—We operate two elevators at this station, leasing one and owning the other, which we recently bot from C. J. Imholt.—Anderson & Lynch.

Gruver, Ia.—The new elevator of Paul Graves is 30x30x45 high and will be equipped with a 10-h.p. Fairbanks Engine and automatic scales.—Farmers Elevator Co.

Peterson, Ia.—I have bot both elevators of the Western Elevator Co. at this station and that company is out of business at this point.—R. S. Whitney.

Des Moines, Ia.—We will enter the grain brokerage business in this city with offices in the Hubbell Bldg. We have sold our elevator at Shannon City.—Snyder Grain Co.

Fernald, Ia.—I have resigned my position at Enterprise and am now with the Farmers Grain Co. here. We have installed a 15-h. p. gasoline engine.—C. B. Mizer.

Alton, Ia.—The plant of the Alton Mfg. Co. has been closed for the last 5 years, but the owners are now trying to organize a company to operate it.—W. S. Slagle.

Des Moines, Ia.—We will build a brick and cement grain warehouse, 40x130 ft., with basement and two floors on the site of the building burned Aug. 21.—E. I. Sargent & Sons.

Stockport, Ia.—Yost & Morley have let contract for a 36x48 ft. elevator, 81 ft. high, to G. H. Birchard. The new house will be built on the site of the old elevator, which is now being wrecked.

Burlington, Ia.—The B. & M. elevator, now operated by the Trans-Mississippi Grain Co., has been put in first class condition. The machinery has been overhauled and is now running smoothly.

Brandon, Ia.—The Brandon Co-operative Exchange incorporated; capital stock, \$15,000; officers, J. D. Nobholz, pres.; R. H. Jamieson, vice-pres.; C. R. Bolton, sec'y, and Theo. Peck, treas.

Malvern, Ia.—G. C. Rinehart and N. S. Genung have been appointed receivers for the Malvern Grain & Mfg. Co. at the request of the Nordyke & Marmon Co. The receivers were instructed by the court to place insurance on the property and put the plant into operation.

Rockwell City, Ia.—In recognition of the fact that Cecil Anderson discovered the fire caused by lightning in its elevator, Aug. 12, the Rockwell City Elevator Co. has presented him with a new suit.

Minburn, Ia.—The Farmers Elevator Co. will build a 20,000-bu. elevator to be covered with sheet steel. The old elevator of the company will be emptied at once and no grain will be received there.

Mitchell, Ia.—A preliminary organization of the Farmers Elevator Co. was recently effected and the following officers appointed; Wm. Cordes, pres.; Harry Indra, vice-pres., and Wm. Smith, clerk.

Batavia, Ia.—Koons & Walker have let contract for a 10,000-bu. elevator to the Burrell Engineering & Constr. Co., the equipment to include a 15-h.p. oil engine. The house will replace the one burned Aug. 27.

Boone, Ia.—The following officers were elected at the recent annual meeting of the Farmers Elevator & Live Stock Co.: S. A. D. Eppert, pres.; Ed. Day, vice-pres.; Antone Nelson, treas., and J. A. Wilson, sec'y.

State Center, Ia.—The 40,000-bu. elevator of the Quaker Oats Co. has been completed by the Younglove Constr. Co. and was put into operation Sept. 22. The elevator is covered with galvanized iron and replaces the house burned June 4. G. E. Mead is mgr.

Wayland, Ia.—J. P. Showalter of Showalter & Co., died Sept. 30 from lockjaw which developed as a result of his stepping on a rusty nail. Mr. Showalter was republican candidate for state representative at the last election.

Manson, Ia.—The Farmers Grain & Coal Co. has been notified by the C. R. I. & P. Ry. Co. that it will put in the "Y" requested by that company some time ago, so that shipments can be made via the central east tracks of the R. I. The work will be completed within the next 60 days.

Moulton, Ia.—The suit of the Minneapolis Seed Co. against Wm. and Chas. Edwards and James Craig, for damages amounting to \$2,867 for timothy seed alleged to have been bot by them and stored in the elevator of A. C. Croft, which was burned Aug. 18, 1911, by Croft and the Hendon brothers, has been decided in favor of the defendants.

Lake Mills, Ia.—H. P. Rasmussen, formerly mgr. for the Western Elevator Co. and lately mgr. of the Farmers Elevator Co. at Northwood, has returned and with Ed. Bratrud, a stock buyer, has bot the Western Elevator. They will operate as Rasmussen & Bratrud. A. J. Bangs who has been mgr. at the elevator, will remain in Lake Mills for the winter.

Swea City, Ia.—When Mgr. T. R. Hanifan opened the office of the Farmers Elevator Co., Sept. 25, he found that during the night someone had broken open a door in the south side of the elevator and opened an oats spout from which 300 or 400 bus. of oats had run out onto the floor. It is believed that the intruder intended to steal oats but was frightened away.

Olds, Ia.—The Farmers Elevator Co. has been made defendant in a suit for \$333.33 brot by A. D. Stout, former mgr. for the company. He alleges that he was hired as mgr. June 1, 1912, for 3 months at \$75 a month, with the understanding that he was to stay a year if he proved satisfactory. He claims that he worked until Feb. 1, 1913, when he was discharged, and holds that the company owe him a salary for the balance of the year or up to June 1, 1913.

Cedar Rapids, Ia.—Work is being rushed on the new plant of the Quaker Oats Co. in this city. It will consist of 39 concrete and steel tanks, 102 ft. high, with a storage capacity of 850,000 bus. The cupola will contain the work floor and will be 23 ft. high, making the total height of the plant 125 ft. A bridge 10 ft. above the sidewalk will connect the new tanks with the elevator across the street and conveyor belts will be used for loading and unloading the grain. Twenty-four round tanks and 15 square interstices are set on a concrete foundation from 12 to 24 ft.

deep. The Quaker Oats Co. is also building three large warehouses, one of which, a ten-story building 160x120 ft., will be used for storing feeds. This building is being erected on the site of the present feed mill, a three-story building. The contractors are working on the upper stories; and as soon as these are finished, the feed plant will be moved upstairs and the lower floors completed. By erecting the new building in this manner, the operation of the feed mill is not interfered with except for the short time required to move the machinery to the upper floors.

KANSAS.

Morse, Kan.—G. H. Smith has succeeded Smith Bros.—M.

Longford, Kan.—E. D. Runnalls has bot the Millers Grain Co.'s elvtr. at this station.—M.

McPherson, Kan.—Nelson & Ferris have leased the Peavey elvtr. at this station and entered the grain business.—M.

Larkinsburg, Kan.—The Western Elvtr. Co. is building an 8,000-bu. elvtr. to replace the house burned Dec. 6, 1912.

Levant, Kan.—The Bonebrake Theological Seminary has bot the elvtr. of J. N. Fike, the "wheat king." R. H. Rudruck is mgr.

Concordia, Kan.—The plant of the Farmers Mill & Elvtr. Co. burned at 5:30 a. m., Oct. 5; loss, \$8,000; partially covered by insurance.

Corwin, Kan.—The Arkansas City Mlg. Co. has purchased the elvtr. of George E. McFarland, prop. of the Corwin Grain Co., and is now operating it.—M.

Meade, Kan.—The recently incorporated Farmers Elvtr. & Stock Co. succeeds H. H. Butler and has bot his elvtr. and coal bins.—W. W. Gibbons, mgr.

Sawyer, Kan.—The Kansas Flour Mills Co.'s elvtr. was struck by lightning recently and the cupola considerably damaged, but no fire followed.—M.

Ensign, Kan.—The 30,000-bu. concrete elvtr. of the Dodge City Mlg. & Elvtr. Co. has been completed. H. H. Heckathorne is agt.—G. W. Smith, mgr. Farmers Elvtr. & Supply Co.

Yoder, Kan.—John Moorland, engineer for the Haven Lbr. Co., was recently seriously burned by a gasoline explosion which set fire to the elvtr. and caused a loss of \$5,000.

Sterling, Kan.—I am the new mgr. of the Farmers Co-operative Shipping Ass'n, succeeding C. E. Forwalder, who is buying for the Kansas Grain Co. at this station.—R. N. Lawhead.

Vesper, Kan.—The Farmers Elvtr. Co. has recently installed a manlift in its elvtr. and find it a great convenience. They also are enjoying a lower insurance cost on account of it.—M.

Gorham, Kan.—We completed our 25,000-bu. elvtr. last month. The house is on the Union Pac. R. R. F. C. Ball is pres. of the company.—W. H. Baxter, mgr. Farmers Grain & Merc. Co.

Tisdale, Kan.—Bartlow & Coffey have completed an up to date 10,000-bu. elvtr. at this station. The building is iron clad and the metal has been grounded to provide protection against lightning.—M.

Sitka, Kan.—The elvtr. of the Sitka Elvtr. & Merc. Co. will be closed for a period of eight months on account of the poor wheat crop. I will be at Coldwater, Kan., during that time.—J. S. Nokes, mgr.

Calvert, Kan.—The elvtr. of the Phillipsburg Mill & Elvtr. Co. burned recently. No grain was in the elvtr. at the time of the blaze, which it is that started from a spark from a locomotive. The elvtr. had a shingle roof.—M.

Larned, Kan.—The Pawnee County Grain & Supply Co. has repealed its by-law which levied a penalty of 1c per bu. on grain sold by any member of the company to any dealer other than the company. It is said the action was the result of a petition which had been prepared to send to the state legal dept. alleging that this by-law was a restraint of trade.

Cedar Vale, Kan.—We hope to rebuild our alfalfa mill and warehouse, burned Sept. 15, and will put up an up-to-date fireproof plant, installing a molasses mixing plant also. Our loss was \$8,000, with no insurance.—The Cedar Vale Alfalfa Mlg. Co.

Emporia, Kan.—The A. T. & S. F. Ry. Co. has let contract to Burrell Engineering & Constr. Co. for a 20,000-bu. feed elvtr. of cribbed construction on a concrete foundation. The elvtr. will be covered with corrugated steel and J-M Asbestos Roofing. It will be operated by electricity.

Topeka, Kan.—Contributions to the seed wheat fund for the purchase of seed wheat for the needy farmers of the state are being received from all parts of the state and it is believed that the \$75,000 mark for the purchase of 300,000 bus. of seed will be reached very shortly. The Seed Wheat Com'te of the recently organized Kansas Seed Wheat Club, has planned to enlist the aid of all the grain dealers and bankers, as well as the mill and elvtr. companies. Sec'y Smiley of the state Grain Dealers Ass'n, is an active worker in behalf of the fund and recently visited the Kansas City Board of Trade and obtained many signatures of members for the contribution list. The state ass'n will buy the seed and distribute it, taking first mortgages on the farmers crops and guaranteeing the return of the money with interest to the contributors.

Topeka, Kan.—Chief Grain Inspector Ross is preparing a circular letter which he will send to all interested in the grain trade in this state, asking that rigid inspection be made a part of the future contracts for purchase of grain. Mr. Ross recently made a statement to the effect that thousands of dollars could be saved by farmers and grain men of the state if they would co-operate and fight against the shippers of rotten and poor class feed and seed to Kansas. He estimates that money is daily being thrown away on such useless grain and is of the opinion that the only recourse is in co-operating with the state grain dept. and demanding from shippers a Kansas inspection in grain contracts. Failure of the legislature at its last session to pass a bill requiring rigid inspection and providing a protection to the buyer is given as the cause of the trouble. Evidently the chief inspector is working up a campaign for the passage of a new inspection law, with a compulsory clause, which the owners of the grain object to.

WICHITA LETTER.

The Wallingford Bros. Grain Co. and the Stevens Scott Grain Co. are feeding over 1,550 head of hogs and cattle for Kansas and Oklahoma farmers, who have no feed but wish to keep their stock. The farmers ship the stock in and it is fed in the yards of the grain companies.

That the money paid to the Independent Grain Co. by Eugene Kelly a short time before he was declared a bankrupt, was due and it had a right to it, was the decision of the court in the suit brot by the receiver for Mr. Kelly against the grain company, to recover the money.

Henry Kaufman, a veteran grain man of this market, died Sept. 23 at the age of 76. Mr. Kaufman came to Wichita in 1875, and with John Miltner formed the grain firm of Miltner & Co., which built an elvtr. at First st. and Santa Fe ave., which was known for several years as the Wichita elvtr. When the elvtr. burned to the ground in 1908, Mr. Kaufman retired from active business. His company has a string of elvtrs. at Goddard, Anness, Garden Plain, Norwich, Cheney and Viola.

Receipts of grain at Wichita during September included 642,600 bus. of wheat, 54,000 of corn, 72,000 of oats and 12,000 bus. of rye; compared with 1,395,600 bus. of wheat, 14,000 of corn, 20,000 of oats and no rye received during September, 1912. Shipments for the month included 227,400 bus. of wheat, 32,000 of corn, 53,000 of oats and 7,000 bus. of rye; compared with 723,000 bus. of wheat, 9,000 of corn, 12,000 of oats and no rye shipped in September, 1912.—Jas. H. Sherman, sec'y Board of Trade.

KENTUCKY.

Louisville, Ky.—The Board of Trade has enlarged its transportation dept. and will send out daily bulletins.

Lexington, Ky.—James B. Haggin, owner of the Elmendorf Coal & Feed Yards and the Elmendorf Farm, is critically ill at his home, with pneumonia. He is 87 years old and it is feared that he will not recover.

Louisville, Ky.—M. L. Walker & Co. incorporated to do a wholesale and retail business in grain, hay and field seeds; capital stock, \$8,000; incorporators, M. L. and E. B. Walker and C. M. Pate.

LOUISIANA.

New Orleans, La.—H. B. Schreiber of H. B. Schreiber & Bro., a member of the state railroad commission and prominent in the grain trade for many years, died Sept. 22 after a lingering illness. Mr. Schreiber was an ex-pres. of the Board of Trade.

Exports of grain from New Orleans during September included 1,138,308 bus. of wheat, 81,115 of corn and 2,575 bus. of oats; compared with 1,406,100 bus. of wheat, 97,144 of corn and 38,708 bus. of oats exported in September, 1912.—W. L. Richeson, chief inspector Board of Trade.

MARYLAND.

Boring, Md.—The grain warehouse of Chas. Armacost burned Sept. 14.

BALTIMORE LETTER.

Pres. John H. Gildea of the Chamber of Commerce was recently stricken with an attack of acute indigestion while in his office and was confined to his home for a number of days.

Miss Charlotte E. England, daughter of Chas. England, was married Sept. 27 to Ensign Cary W. Magruder of the U. S. Navy, who has recently been given a special commission to Paris, France, where the honeymoon will be spent.

The indictments charging Walter and Emory Kirwin, pres. and vice-pres. of the defunct Kirwin Bros. Grain Co., with conspiring to defraud the First National Bank of \$70,000 on bogus Bs/L, have been assigned for trial during the week of Oct. 26. The charges have been pending for a year and a half.

The directors of the Chamber of Commerce recently unanimously adopted the report of the traffic com'te, opposing further delay in the improvement plans of the Penna. Ry. Co. at Calvert station, Baltimore. The com'te also urged that free switching arrangements be made a part of the agreement between the carrier and the city. The railroad company has agreed to reconstruct and enlarge its yards, tracks and warehouse and to modernize its elvtr., in return for street and alley concessions from the city. Members of the traffic com'te are Chas. England, Geo. S. Jackson and John M. Dennis.

Receipts of grain at Baltimore during September included 1,992,579 bus. of wheat, 278,518 of corn, 548,363 of oats, 3,782 of barley and 94,049 bus. of rye; compared with 939,411 bus. of wheat, 152,638 of corn, 3,106,495 of oats, 1,203 of barley and 13,801 bus. of rye received during September, 1912. Shipments for the month included 1,744,063 bus. of wheat, 11,560 of corn, 5,040 of oats, no barley and 25,829 of rye; compared with 517,302 bus. of wheat, 8,413 of corn, 1,323,196 of oats, no barley or rye shipped in September, 1912.—James B. Hessong, sec'y Chamber of Commerce.

MICHIGAN.

Harlan, Mich.—F. Tahe has succeeded R. Plotter.

Waldron, Mich.—Ed Kelly & Son are building a 10,000-bu. elvtr.

Hersey, Mich.—We will increase the capacity of our plant.—McIntyre & Millard.

Monroe, Mich.—Several cars of grain in the railroad yards burned recently with a loss of \$20,000.

Dryden, Mich.—W. D. Holbrook has leased the elvtr. of the Farmers Elvtr. Co.—S. W. Phillips.

Mesick, Mich.—We are building a 120 ft. warehouse and 50 ft. of coal houses.—J. J. Corwin, mgr. Mesick Grain Co.

Twining, Mich.—A new company will be organized here by the name of "The Oak Leaf Bean Co."—G. H. Hollister.

Monroe, Mich.—Work has been started on our 100,000-bu. concrete elvtr. and we hope to have it in operation Jan. 1.—Amendt Mlg. Co.

Holland, Mich.—The G. Cook Co. is building an addition to the elvtr. which was formerly the property of the Walsh de Roo Mlg. Co. The company will have a 10,000 bus. capacity when the remodeling is completed.

Saginaw, Mich.—A. H. Smith and W. J. Connor, formerly with the Henry W. Carr Co., have formed a partnership and opened a grain brokerage and jobbers office in the Kirby Bldg., Oct. 1, operating as the Smith-Connor Hay & Grain Co.

Twining, Mich.—J. E. Martindale has bot an interest in the Twining Elvtr. Co. and will be mgr. Mr. Martindale was formerly mgr. at Freeland. The elvtr. operated by this company is owned by the Henry W. Carr Co. of Saginaw and is being remodeled. The farmers company contemplates building an elvtr.

Pinconning, Mich.—The Farmers Elvtr. Co. has been made defendant in a suit for \$10,000 damages, brot by Edwin L. Anthony for injuries received when a scaffolding upon which he was standing in making repairs on the building, broke and he fell to the ground. He alleges that the scaffold was improperly constructed and that he has been unable to work since the accident.

Receipts of grain at Detroit during September included 123,000 bus. of wheat, 200,800 of corn, 364,200 of oats, 3,000 of barley and 105,000 bus. of rye; compared with 38,000 bus. of wheat, 217,000 of corn, 503,500 of oats, no barley and 7,000 bus. of rye received during September, 1912. Shipments for the month included 131,000 bus. of wheat, 41,300 of corn, 80,000 of oats, no barley and 35,700 bus. of rye; compared with no wheat, 112,740 bus. of corn, 91,700 of oats, no barley or rye shipped during September, 1912.—M. S. Donovan, sec'y Board of Trade.

MINNESOTA.

Comstock, Minn.—Albert Westling is now mgr. for us.—Farmers Elvtr. Co.

Blue Earth, Minn.—No Farmers Elvtr. Co. is building at this station.

Fairbault, Minn.—L. H. Dickey is now mgr. for us.—Farmers Elvtr. Co.

Beltrami, Minn.—I am now agt. for the Thorpe Elvtr. Co.—C. E. Hazelton.

Beardsley, Minn.—C. B. Bailey is now mgr. for Geier Bros.—Dittes Bros.

Clear Brook, Minn.—The Farmers Elvtr. Co. has installed an automatic scale.

Detroit, Minn.—I am now agt. for the Andrews Grain Co.—E. W. Anderson.

Granite Falls, Minn.—J. H. Knox is now mgr. of the Farmers Elvtr. & Mlg. Co.

Hazel, Minn.—I am now agt. for the Hanson & Barzen Mlg. Co.—Ole Odegaard.

Arlington, Minn.—The Elvtr. of the Streisquith Elvtr. Co. is closed.—Arlington Mlg. Co.

Hardwick, Minn.—The D. Rothschild Grain Co. is out of business at this station.

Barrett, Minn.—E. P. Erickson is now mgr. of the Farmers Elvtr. Co.—Barrett Grain Co.

Hendricks, Minn.—Sam Henderson is now mgr. for us.—Farmers Co-operative Elvtr. Co.

Climax, Minn.—The elvtr. of the Northwestern Elvtr. Co. has not been open this year.—Nels K. Moe, agt. Crookston Mlg. Co.

Fairmont, Minn.—I am now mgr. of the Independent Grain & Lbr. Co.—A. B. Loomer.

Barry, Minn.—A. Olsen is agt. for the Monarch Elvtr. Co. at this station.—Cargill Elvtr. Co.

Ellendale, Minn.—The elvtr. of the Western Elvtr. Co. has been closed.—Farmers Mlg. & Elvtr. Co.

Carlos, Minn.—A. J. Othman is now mgr. of the Woodworth Elvtr. Co.—Atlantic Elvtr. Co.

Crookston, Minn.—Mr. Webster is now mgr. for the Farmers Co-operative Co.—Crookston Mlg. Co.

Gibbon, Minn.—Fred Bandow is now agt. for the Pacific Elvtr. Co.—Agt. Great Western Grain Co.

Clinton, Minn.—C. E. Kennedy is now buyer for the Montevideo Roller Mill Co.—National Elvtr. Co.

Degraff, Minn.—The elvtr. of the Northwestern Elvtr. Co. at this station is closed.—Cargill Elvtr. Co.

Gonvick, Minn.—I am now mgr. of the Farmers Co-operative Grain & Produce Ass'n.—J. A. Marmonine.

Ersline, Minn.—I am now agt. for the St. Anthony & Dakota Elvtr. Co. at this station.—Fred Mylerberg.

Bemidji, Minn.—The elvtr. of the Bemidji Elvtr. & Mlg. Co. is being remodeled. The work will cost \$5,000.

Gaylord, Minn.—E. R. Gladitsch is now agt. for the Pacific Elvtr. Co.—Chas. H. Geib, agt. Security Elvtr. Co.

Cottonwood, Minn.—Ole Melvold is now mgr. for the Minnesota & Western Grain Co.—A. E. Anderson Elvtr. Co.

Doran, Minn.—Ed Hawkins is now agt. for the St. Anthony & Dakota Elvtr. Co.—J. J. Brady, mgr. Farmers Elvtr. Co.

Graceville, Minn.—E. R. McDonald is now mgr. for Dwight M. Baldwin, Jr.—J. McBrady, agt. Northwestern Elvtr. Co.

Clarissa, Minn.—The National Elvtr. Co. sold out and a potato warehouse is going up on the site.—Inter State Grain Co.

Mankato, Minn.—The Hubbard Mlg. Co. has let contract for the remodeling of its elvtr. The work will cost about \$15,000.

Ceylon, Minn.—We have installed a Fairbanks Morse Automatic Scale in our elvtr.—B. A. Stokely, mgr. Farmers Elvtr. Co.

Campbell, Minn.—D. M. Bundy is now agt. for the Winter-Truesdell-Ames Co.—J. J. McIntyre, mgr. Farmers Elvtr. Co.

Grove City, Minn.—Arthur Setterman, mgr. of the Farmers Elvtr. Co. was recently married to Miss Florence Waylander.

Clitherall, Minn.—O. E. Tucker is now mgr. for the Farmers Elvtr. Co.—L. C. Whiting, agt. Andrews Grain Co.

Glenwood, Minn.—L. Tobias is now mgr. of the Glenwood Farmers Elvtr. Co.—O. A. Johnson, agt. Osborne-McMillan Elvtr. Co.

Org, Minn.—The Farmers Co-operative Co. has bot the elvtr. of the Farmers Elvtr. Co. formerly owned by Hubbard & Palmer.

Pipestone, Minn.—A new foundation has been put under the elvtr. of the Farmers Elvtr. Co. and new belting and machinery installed.

Duluth, Minn.—Work has been started on the \$100,000 elvtr. of the Consolidated Elvtr. Co., by the Barnett & Record Co., which has the contract.

Currie, Minn.—New agts. here are Theo. Paul for the Skewis Grain Co. and myself for the Anchor Grain Co. We will probably install a new scale.—M. P. Tarney, agt.

New York Mills, Minn.—Farmers Co-operative Ass'n incorporated; capital stock, \$20,000; incorporators, Chas. G. Hyry, S. J. Haarala, John Peralam, John H. Mursu and others.

Hope sta., Amboy p. o., Minn.—An oil engine has been installed in the elvtr. of the Speltz Grain & Coal Co. to replace the old gasoline engine. A. C. Anderson is grain buyer.

Comfrey, Minn.—E. J. Kisro is now agt. for the Springfield Mlg. Co. and J. Schumacher is mgr. for Bingham Bros.—Farmers Elvtr. Co.

Halstad, Minn.—The elvtr. of the Andrews Grain Co. has been closed since June.—Nels K. Moe, agt. Crookston Mlg. Co., Climax.

Hereford, Minn.—New agts. are Isaac Berg for the Winter-Truesdell-Ames Co. and myself for the Federal Elvtr. Co.—A. C. Aderman.

Gary, Minn.—The elvtr. of the Farmers Elvtr. Co. burned June 12, may be rebuilt this fall.—Ben Knutson, agt. Monarch Elvtr. Co.

Herman, Minn.—R. L. Andrist, formerly agt. for the Thorpe Elvtr. Co. at Hixon, R. F. D. Crookston, is now mgr. for us.—Cargill Elvtr. Co.

Argyle, Minn.—We expect to engage in the fuel business as soon as we can secure a site for the sheds.—Farmers & Merchants Elvtr. Co.

Watasco, Minn.—The elvtr. of the Red River Mlg. Co. was struck by lightning, Aug. 17. The damage was slight, amounting to only \$20.

Argyle, Minn.—D. Goulet is mgr. for H. L. Veith & Son who recently bot the elvtr. of the Minneapolis & Northern Elvtr. Co.—F. E. Baraloux.

Madison, Minn.—The elvtr. of the Macarthy Bros. Com's'n Co. was recently struck by lightning and slightly damaged by the resultant fire.

Brown Valley, Minn.—New mgrs. are Geo. H. Bailey for Ely Salyards & Co. and H. A. Echeberger for the Thorpe Elvtr. Co.—F. A. Monroe.

Dawson, Minn.—Mike Frank has succeeded me as agt. for the Powers Elvtr. Co.—F. A. Grahman, agt. North Star Grain Co., Revere, Minn.

Bird Island, Minn.—The elvtr. of the Farmers Union Elvtr. Co. is not in operation this season.—W. F. Lammers, mgr. Bird Island Roller Mills.

Ash Creek, Minn.—We have installed new dump scales inside the driveway. S. J. Rulon is now agt. for E. A. Brown.—Henry Schlueter, agt. Pacific Elvtr. Co.

Clements, Minn.—A. Raus has succeeded E. J. Kisro as agt. for the North Star Grain Co. and Wm. Wohlford is agt. for the Sleepy Eye Mlg. Co.—E. C. Ostrander, agt. Western Elvtr. Co.

Delhi, Minn.—S. L. Jamson is now mgr. of the Great Western Grain Co. and Wm. Steele is agt. for the Pacific Elvtr. Co.—Farmers Grain & Fuel Co.

Zumbrota, Minn.—The elvtr. of the Farmers Elvtr. Co. was threatened by fire recently when the coal sheds of the company burned with a loss of \$250.

Cass Lake, Minn.—W. Hutchinson of Duluth and Art M. Gilstad of Blackduck, Minn., have been added to the force of grain inspectors at this point.

Alvarado, Minn.—The elvtr. of the Northland Elvtr. Co. has been torn down and moved to North Dakota.—Nels G. Backstrom, agt. Spaulding Elvtr. Co.

Freeport, Minn.—The Farmers Elvtr. Co. has rented the elvtr. of Geo. Uhlenkott.—M. Hoeschen. Jos. Borgerding is sec'y and A. Gan mgr. for the farmers' company.

Fairfax, Minn.—New mgrs. at this station are E. E. Enger for the Eagle Roller Mills Co. and Mr. Remington for the Crescent Mlg. Co.—Farmers Grain & Stock Co.

St. Paul, Minn.—C. G. Bryant of Duluth and A. G. Chambers of Minneapolis, have been reappointed by the governor as members of the State Grain Board of Appeals.

Henderson, Minn.—The Poehler Merc. Co. is scoop shoveling at this station. We have the only elvtr. here on the Omaha R. R.—M. D. Kelly, agt. Skewis Grain Co.

Farwell, Minn.—N. A. Forsberg is now managing three elvtrs. for the Atlantic Elvtr. Co., Kellogg Com's'n Co. and his own.—N. E. Barsness, mgr. Farmers Elvtr. Co.

Hastings, Minn.—The old Thompson elvtr., which has been idle for the past six years, is now being wrecked, and will be rebuilt at a station in Iowa.—Hastings Farmers Elvtr. Co.

Winona, Minn.—Prospects for the building of a farmers elvtr. in the spring are bright. Good progress has been made in the organization of a farmers company to build and operate it.

Fertile, Minn.—New agts. here are C. B. Goodale for the Gt. Western Elvtr. Co. and myself for the Monarch Elvtr. Co. Both of these elvtrs. were repaired this fall.—Joseph Melass, agt.

Ada, Minn.—The elvtr. of the Minneapolis & Northern Elvtr. Co. has been wrecked and rebuilt in Montana. A. J. Maris is now mgr. for the St. Anthony & Dakota Elvtr. Co.—Thorpe Elvtr. Co.

Dover, Minn.—I bot the elvtr. of the Western Elvtr. Co. last June. New agts. here are C. W. Gleason for the Cargill Elvtr. Co. and A. C. Thompson for the G. C. Stevenson Co.—F. Landon.

Revere, Minn.—I have been transferred to this station from Buchanan, and E. A. Holm, agt. for the company here, has been sent to that point to take my place.—F. A. Grahlman, agt. North Star Grain Co.

Brownston, Minn.—The Pacific Elvtr. Co. has succeeded the Exchange Grain Co. and the Rieger Mfg. Co. is out of business. The elvtr. was taken down and sold to a farmer.—N. Todsen, agt. Pacific Elvtr. Co.

Hoffman, Minn.—The elvtr. operated by Andrew Teslow never was owned by him altho he operated it under his own name. It belonged to the Minnesota Grain Co., who now operate it.—Woodworth Elvtr. Co.

Donaldson, Minn.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. at this station was torn down and moved to North Dakota. The 3 elvtrs. left can easily handle all grain here.—K. J. Lind, agt. Federal Elvtr. Co.

Chandler, Minn.—O. E. Mathison is now agt. for the Bennett Grain Co. whose elvtr. has recently been repaired and painted. Our house has also been put into good shape and painted.—C. C. Peterson, mgr. Farmers Elvtr. Co.

Gilfillan sta., Morgan p. o., Minn.—We took down the part of the elvtr. moved by the wind and rebuilt it at Wayburne sta., Morgan p. o., and have been in operation there since Sept. 1.—F. H. Hartwick, agt. for G. L. Meine & Co.

Lafayette, Minn.—The firm of Swenson & Carlson has been dissolved and John F. Carlson is conducting the business. I went out of the firm and have succeeded Wm. Andreson as agt. for the Gt. Western Grain Co.—Solomon Swenson.

Fisher, Minn.—The elvtr. of the Duluth Elvtr. Co. at this station has been closed for several years. New agts. here are A. Rystad for the Northwestern Elvtr. Co. and myself for the St. Anthony & Dakota Elvtr. Co.—L. J. Helgeson.

Hills, Minn.—The elvtrs. of the Gt. Northern Elvtr. Co. and E. A. Brown are closed. Lars Bjorlie is now buyer for the Benson Grain Co. We operate our own house and also the elvtr. of the Atlas Elvtr. Co.—Otto Nelson, mgr. Hills Merc. Co.

Duluth, Minn.—Frank C. Tenney, M. H. Woodward, and G. N. Stevenson were admitted to membership in the Board of Trade and W. C. Stinson, A. M. Woodward and P. E. Stroud withdrew from membership during September.—Chas. F. Macdonald, sec'y.

Erskine, Minn.—The Erskine Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators H. T. Gilbertson, C. P. Hole, R. B. Ness, and others. John B. Peterson is agt. The new company succeeds the Farmers Elvtr. Co. at this station and has bot the elvtr. of the Minneapolis & Northern Elvtr. Co., formerly operated by the Winter-Truesdell-Ames Co.

Altura, Minn.—The elvtr. of J. H. Han burned Apr. 25 and the farmers organized the Altura Elvtr. Co. and bot the elvtr. of the Western Elvtr. Co. Officers are pres., Albert Sims, vice-pres. L. E. Guidinger, treas. Julius Hilke, sec'y J. P. Frisch, mgr. Henry Speltz.—Altura Elvtr. Co.

Red Wing, Minn.—Oliver M. Guphill, one of the first wheat buyers in this part of the country, died at his home in Fargo, N. D., Sept. 25 at the age of 83. Mr. Guphill began to buy grain at this point in 1873. In 1905 he moved to Fargo and for the last 15 years has been in poor health.

Fertile, Minn.—The Garfield Elvtr. & Mercantile Co. has leased the elvtr. of the Thorpe Elvtr. Co. The elvtr. of the company was not large enuf for this year's crop and it needed additional room. I am not in the grain business at present.—Gilbert Overland, formerly agt. Thorpe Elvtr. Co.

Cokato, Minn.—The Cargill Elvtr. Co. has installed a Fairbanks Dump Scale and made other repairs in its elvtr. which has been closed for the last three years. The house has been painted and will be opened for business. We have installed a Howe Dump and rebuilt our driveway.—Farmers Elvtr. Co.

Worthington, Minn.—The St. John Grain Co. has bot the elvtrs. of the Peavey Grain Co. and Hubbard & Palmer and will make its headquarters here instead of at Heron Lake. The company is building a large office and seed house and also a feed mill and will operate with motor power.—W. L. Callison, mgr. Farmers Elvtr. Co.

Receipts of grain at Duluth during September included 17,518,000 bus. of wheat, 42,000 of corn, 2,398,000 of oats, 4,569,000 of barley and 516,000 bus. of rye; compared with 17,412,000 of wheat, no corn, 895,000 of oats, 2,140,000 of barley and 613,000 bus. of rye received during September, 1912. Shipments for the month included 11,414,000 bus. of wheat, 42,000 of corn, 1,313,000 of oats, 3,341,000 of barley and 285,000 of rye; compared with 13,940,000 bus. of wheat, no corn, 702,000 of oats, 1,523,000 of barley and 515,000 bus. of rye, shipped in September, 1912.—Chas. F. Macdonald, sec'y Board of Trade.

The Minnesota Workingmen's Compensation act, applying to all employees and employers in the state except those engaged in foreign and interstate commerce by railroad or domestic servants, farm hands and persons whose employment at the time of the injury is but casual and not in the usual course of the trade, business, profession or occupation of his employer, became a law and went into effect Oct. 1. This act consists of two parts: the "Compensation by Action at Law—Modification of Remedies," and "Elective Compensation." The first applies to such employers and employees as expressly elect in the manner prescribed in the act not to come under provisions of part two, the second to all employers and employees who do not so elect.

MINNEAPOLIS LETTER.

James S. Bell, pres. of the Washburn-Crosby Co. is reported seriously ill.

J. M. Wallace, formerly in the grain brokerage business in this city, is now with the Van Dusen-Harrington Co.

The Brooks Elvtr. Co. bot 2 carloads of salvage oats and 1 of salvage wheat from the Atlas Elvtr. Co. at Yankton, S. D., the elvtr. of the company having burned Sept. 16.

B. F. Benson has been appointed a director of the Chamber of Commerce to succeed F. A. Hallet, now vice-pres. of the exchange. Mr. Hallet resigned as director when he was elected to the new office.

The annual election of the Chamber of Commerce was held Oct. 2 and the following officers were chosen: Franklin M. Crosby, pres.; F. A. Hallet, vice-pres.; Board of arbitration, F. J. Seidel, J. C. Wyman, H. D. Gee; board of appeals, H. G. Fertig, T. B. Murray and W. J. Russell; directors, C. A. Magnuson, J. S. Mathewson, D. F. Johnson, Wm. Dalrymple, John McLeod and E. R. Barber.

George C. Smith, pres. of the Occident Elvtr. Co. and member of the Chamber of Commerce, died Oct. 6, at the age of 56. He had been a sufferer from heart trouble for some time and had been seriously ill for about 10 days.

The concrete storage addition to the elvtr. of the Gould Grain Co. has been completed, and alterations in the working house are now being made. The addition consists of eighteen tanks having a total storage capacity of 508,000 bus. The Witherspoon-Englar Co. had the contract.

The following requests for transfer of membership in the Chamber of Commerce have been posted: From G. W. Griggs to P. J. Hevener; O. P. Carter to W. C. Wheelock; H. S. Helm to C. W. Peterson; A. S. Boulton to H. J. Bates; E. L. Welch to L. M. Abbey; A. E. Martin to M. M. McCabe. Corporate privileges have been granted to Amenia Elevator Co. and the International Elvtr. Co. Application for traveling representative licenses have been made by Ernest Fox to represent Atwood-Larson Co.; Guy R. Edmonds to represent C. E. Lewis & Co.; B. E. Beltz and J. W. Robinson, to represent McCaull-Dinsmore Co.; Ray Fleming, to represent Winter-Truesdell-Ames Co. Traveling representative licenses have been issued to Geo. W. Riebe, J. W. Beattie and C. E. Stinchfield, to represent Kellogg Commission Co.; Theo. H. Tuhurne, to represent Brown Grain Co.; T. R. Barrett, to represent John McLeod Co.; D. McTavish, to represent Keystone Grain Co.; Fred Hallberg, to represent Johnson & Olson Grain Co.; A. G. Tanton, to represent Getchell-Tanton Co.; Julius R. Krueger, to represent H. Poehler Co.; Ernest Toupin, to represent Becher-LaBree; A. E. Anderson, to represent Stair, Christensen & Timmerman; Bert Crossman, to represent Osborne-McMillan Elevator Co.; A. D. Neer, to represent The P. B. Mann Co.

MISSOURI.

Stanberry, Mo.—J. H. Liggett has succeeded the P. D. Blake Grain Co.—M.

Centerview, Mo.—Dr. J. R. Bozarth has bot the elvtr. of W. H. Sherrick & Co.

Hughesville, Mo.—The Farmers Elvtr. Co. has installed a Midget Marvel Mill at the elvtr.

Amity, Mo.—The Helm Grain Co. has completed its elvtr. and is now taking in grain.—M.

Deepwater, Mo.—G. W. Johnson has bot the elvtr. of W. H. McCown and will not build as reported.

Napoleon, Mo.—The Napoleon Elvtr. Co. has a new elvtr. about completed and will soon be ready to take in grain.—M.

Centertown, Mo.—The elvtr. that we bot belonged to the Mahon Mfg. & Elvtr. Co. and we will operate as Chambers & Beger, not Chambers & Rogers as reported—Chambers & Beger.

Jefferson City, Mo.—The charters of 2,000 Missouri corporations will be suspended by Sec'y of State Roach, unless they register under the new law at once. The law requires affidavits from the firms registering to the effect that they are not violating the anti-trust laws.

Amoret, Mo.—F. A. Oline's elvtr. was threatened with destruction when fire was started by a hot box in the cupola. Fortunately Mr. Oline was a Mutual policy holder and had complied with the company's requirements that water barrels be maintained and the fire was put out with but little damage.—M.

KANSAS CITY LETTER

We have decided to discontinue our office in this city.—Moffatt Com's'n Co., Kansas City, Mo.

Donald Moffatt of the Moffatt Com's'n Co., is reported to have grown weary of the grain business and to have retired to the "simple life" on his ranch at Fort Stockton, Tex., where he will raise grapes and alfalfa and regain his health, which has been failing of late.

But the fact that the Board of Trade has suspended P. E. Ransom for 14 days on account of the alleged use of false weights on the scales at the elevator, of the P. E. Ransom Hay & Grain Co. The weight inspection dept. of the exchange found upon investigation that the weights were light, although Mr. Ransom disclaimed any knowledge of the use of irregular weights and said that the weights in use were those used continuously by the company. Incorrect returns are said to have resulted for shipments made by the firm.

Receipts of grain at Kansas City during September amounted to 1,401,400 bushels of wheat, 1,754,250 of corn, 1,974,100 of oats, 47,400 of barley and 154,400 bushels of rye; compared with 1,433,200 bushels of wheat, 1,742,250 of corn, 493,400 of oats, 5,400 of barley and 13,400 bushels of rye received during September, 1911. Shipments for the month included 1,770,000 bushels of wheat, 1,300,000 of corn, 311,800 of oats, 1,400 of barley and 11,000 of rye, compared with 1,400,000 bushels of wheat, 1,800 of barley and 11,000 of rye shipped in September, 1911.—E. P. A.

All local elevators are filled to capacity, more than 5,500,000 bushels of wheat being held in storage. Very little grain has moved during the past 10 days. Dealers generally declare that the uncertainty in the possible effect of the new tariff is responsible for diminished operations, although none of the larger firms believe there will be any appreciable influx of Argentine corn or Canadian wheat. The quality of grain is excellent, but no new corn has come to this market.—E. P. A.

The directors of the Board of Trade recently suspended P. E. Ransom for 14 days on account of the alleged use of false weights on the scales at the elevator, of the P. E. Ransom Hay & Grain Co. The weight inspection dept. of the exchange found upon investigation that the weights were light, although Mr. Ransom disclaimed any knowledge of the use of irregular weights and said that the weights in use were those used continuously by the company. Incorrect returns are said to have resulted for shipments made by the firm.

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At various intervals during the past 5 years efforts have been made by leading members of the Board of Trade to move the quarters of the exchange to a more central location where commodious quarters could be provided for the exchange itself and the members. Recently agitation has been renewed and negotiations were entered for a lease of the new Lathrop Building, which is nearing completion. As originally planned this building was to be 8 stories high, but if a lease is made to the Board of Trade it will be 11 stories. A straw vote was taken recently on the proposition, which resulted in the 10 and 90 against moving. A J. P. H. chairman of the meeting of the board says that it looks now as the moving was a certainty. The other members of the executive are W. A. Johnson, J. P. H. Francis, L. S. Miller and H. F. Hall.—E. P. A.

When R. J. House of the R. J. House Grain Co. acknowledged to the directors of the Board of Trade that he was guilty of the charge of moving sand in one week ship he has been selling for the last year, he was expelled from membership in the exchange. He declared that he was compelled to take the action to meet competition. The administration was disapproved and reported by the lead inspection board of the state. It is also said that House has confessed that he adulterated grain. He is now of the Elmer Elevator and has been a member of the Board of Trade for 14 years. Fred Robertson, F. S. Barker, attorney at Topeka, has started inspectors gathering evidence against House. C. W. Winslow has been put in charge of this investigation. Recently the government seized 100 sacks of ship sent by House to a Howard, Kan., firm, and after inspecting it was found to be from 14 1/2 to 17 1/2 bushels.—E. P. A.

Members of the Board of Trade have subscribed over \$2,500 for the seed wheat fund to be used in Kansas for the purchase of seed wheat for farmers in those counties where the crop was a failure. Percy Smiley of the Kansas Grain Dealers Ass'n is heading the relief movement. Kansas City leaders have taken a keen interest in this movement and as the rules of the exchange do not provide a way for making a contribution as a whole, individual members have contributed to the fund. Following are the individual contributions:

Co., \$100; Benton Grain Co., \$50; Bradman & McInerney, \$200; Suite Mill, \$50; A. C. Davis & Co., \$50; Bruce-Davis Grain Co., \$50; E. H. Essex, \$200; E. P. Fisher Commission Co., \$200; Fox-Miller Grain Co., \$50; John L. Oliver, \$200; Saffa & Janssen, \$100; Hall-Saker Grain Co., \$200; Ismert-Hinckley Mfg. Co., \$50; Kemper Grain Co., \$100; Kemper Mill & Elevator Co., \$50; L. B. Smith Brothers Grain Co., \$50; Lonsdale Grain Co., \$100; Moore-Lawless Grain Co., \$50; Murphy Grain Co., \$50; Neff Elevator Co., \$200; Norris Grain Co., \$200; Rabin-Cary Grain Co., \$50; Shannon Grain Co., \$50; Stenosis-Stevens Grain Co., \$200; Smith-Mann Grain Co., \$50; Southwest Mfg. Co., \$50; H. H. Steele & Co., \$50; Tabor Grain Co., \$200; Tabor Grain Co., \$200; Vandervorse-Lynne Co., \$100; Zenith Mfg. Co., \$50. All of the Kansas City contributions were sent to Charles M. Sawyer, Kansas state bank commissioner, at Topeka.—E. P. A.

ST. LOUIS LETTER

A. F. Fringe has resigned as secretary of the Merchants Exchange.

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Receipts of grain at St. Louis during September amounted to 1,401,400 bushels of wheat, 1,754,250 of corn, 1,974,100 of oats, 47,400 of barley and 154,400 bushels of rye; compared with 1,433,200 bushels of wheat, 1,742,250 of corn, 493,400 of oats, 5,400 of barley and 13,400 bushels of rye received during September, 1911. Shipments for the month included 1,770,000 bushels of wheat, 1,300,000 of corn, 311,800 of oats, 1,400 of barley and 11,000 of rye, compared with 1,400,000 bushels of wheat, 1,800 of barley and 11,000 of rye shipped in September, 1911.—Eugene Smith, secretary Merchants Exchange.

MONTANA.

Chicago, Mont.—The new elevator of the Farmers Elevator Co. is nearly completed and will be finished in about 10 days.

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NEBRASKA.

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1,783,500 of oats, 5,000 of barley and 77,000 of rye; compared with 1,957,200 bus. of wheat, 892,100 of corn, 1,137,000 of oats, 6,000 of barley and 7,000 bus. of rye, shipped in September, 1912.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Attleboro, Mass.—H. W. Cutler has bot out the Jencks Grain Co.

East Longmeadow, Mass.—Louis H. Whitaker has bot the grain business of Frank Whitaker.

North Adams, Mass.—The North Adams Flour & Grain Co. has bot the elvtr. of the Whitney Grain & Coal Co.

Auburn, Mass.—Fred A. Cnoney will build a 40x100 ft. cement block grain warehouse, one story high with cement floor and roof.

Springfield, Mass.—The annual corn show will be held in this city, Dec. 2, 3 and 4, in connection with the winter meeting of the state board of agriculture. The prizes will aggregate \$300.

St. Albans, Vt.—The foundations for the 60,000-bu. concrete elvtr. of the St. Albans Grain Co. were recently completed by the Macdonald Engineering Co., and work on the bins is under way.

Westfield, Mass.—The contract for the 40x100 ft. elvtr. of the Cutler Grain Co. has been let and the work is progressing rapidly. The house will be of wood on a cement foundation and will have a capacity for 10 carloads of grain.

NEW JERSEY.

Red Bank, N. J.—L. E. Brown, in the grain and coal business for many years, has retired from active service. M. V. Brown mgr. for the company will continue the business, operating as M. V. Brown & Co.

NEW YORK.

Buffalo, N. Y.—The Globe Elvtr. Co. is building a large warehouse.

New York, N. Y.—B. H. Wunder has been elected to membership in the Produce Exchange.

Buffalo, N. Y.—Geo. P. Urban has been elected pres. of the Corn Exchange to succeed Chas. Kennedy who resigned.

New York, N. Y.—Geo. B. Ferris, the second oldest member of the Produce Exchange, died recently at the age of 92.

New York, N. Y.—Gustav H. Martenis and Alfred D. Hudson have applied for membership in the Produce Exchange.

Lyndonville, N. Y.—The Yates Mfg. Co. has built an elvtr. and engaged in the feed milling trade in this city. F. B. Housel and M. E. Fuller are proprietors.

Binghamton, N. Y.—H. H. Hathaway is pres. and gen. mgr. of the recently incorporated Hathaway Mfg. Co. The main office of the company will be in this city, the plant which is equipped for the grinding of corn, oats and buckwheat, being located at Portlandville.

Albany, N. Y.—A complete list of bonded and licensed commission merchants, pursuant to the provisions of article 12A of the agricultural laws (chapter 457, law of 1913) was issued Aug. 14, under circular No. 69, by Calvin J. Huson, commissioner of the state dept. of agriculture. The list contains the names of all persons, firms and corporations licensed by that dept. up to the date of issue. A large number of applications for licenses are still pending.

NORTH DAKOTA.

Berlin, N. D.—The Farmers Equity Elvtr. & Trading Co. has sold its elvtr.

New England, N. D.—The Geo. C. Bagley Elvtr. Co. will build a 25,000-bu. elvtr.

Kelso, N. D.—Gorden Wakefors is now ass't buyer for the Farmers Elvtr. Co.

Norton, N. D.—H. E. Braum is mgr. for the recently organized Farmers Elvtr. Co.

Sterling, N. D.—The Farmers Elvtr. Co. may buy the elvtr. of the Powers Elvtr. Co.

Munich, N. D.—The office of the elvtr. of the Farmers Elvtr. Co. is being remodelled.

Regent, N. D.—Work will be started at once on the new elvtr. of the Regent Grain Co.

Grandin, N. D.—We have installed a Fosston cleaner.—Farmers Grain Co. of Grandin.

Galesburg, N. D.—Oscar Lybeck is no longer agt. for the Cargill Elvtr. Co. at this station.

Antler, N. D.—F. W. Gaffney has succeeded O. J. Brown as mgr. of the Farmers Elvtr. Co.

Venlo sta., Anselm p. o., N. D.—A farmers elvtr. company is being organized to build an elvtr.

Forbes, N. D.—H. R. Wollin has succeeded C. C. Dickinson as mgr. of the Farmers Elvtr. Co.

Parkhurst sta., Jamestown p. o., N. D.—S. Floyd Northrup is now mgr. of the North Star Grain Co.

Milnor, N. D.—The Farmers Grain & Coal Co. has taken over the business of the Milnor Lbr. Co.

Venturia, N. D.—We succeeded Hedtke-Stienecker Co., Aug. 1.—A. Stienecker, Stienecker-Kretschmar Co.

Deering, N. D.—The Farmers Elvtr. Co. has built an addition to its office and will repair its elvtr. in the spring.

Landa, N. D.—The elvtr. of the Farmers Elvtr. Co. was recently struck by lightning. Repairs have been made.

New England, N. D.—E. S. Curry, formerly mgr. of the Farmers Elvtr. Co. at Kloten, is now mgr. for the Empire Elvtr. Co.

Revere, N. D.—A. H. Nelson has succeeded me as agt. for the St. Anthony & Dakota Elvtr. Co.—A. J. Cain, Savoy, Mont.

Minot, N. D.—Thos. Colter and Adam Robb have bot the elvtr. of the Osborne-McMillan Elvtr. Co. and are now in possession.

Montpelier, N. D.—An Invincible Cleaner and a Richardson Automatic Scale have been installed by the Farmers Elvtr. Co. H. G. Gulickson is mgr.

Ashley, N. D.—We have bot the elvtr. of the Ashley Land Co. and have succeeded Hedtke & Gross.—Stienecker-Kretschmar Co., Venturia.

Galesburg, N. D.—The report that Mr. Korshus was building an elvtr. at this station is untrue. The postmaster writes: No elvtr. is being built here.

Clements ville, no p. o., N. D.—H. T. Morrow will have charge of the elvtr. to be erected on the Midland Continental, for the Winter-Truesdell-Ames Co.

New England, N. D.—F. S. Thorgaard, formerly agt. for the Empire Elvtr. Co., is now buying for the Farmers Elvtr. Co.—E. S. Curry, agt. Empire Elvtr. Co.

Oberon, N. D.—L. H. Palmer, formerly agt. for the Powers Elvtr. Co., whose elvtr. burned last July, is now mgr. for the Farmers Elvtr. Co.—F. S. Montgomery.

Tappan, N. D.—The elvtr. of the Farmers Elvtr. Co. has been completed. It is covered with corrugated iron and has a capacity of 40,000 bus. Joseph Stoullil is mgr.

Dickey, N. D.—Chris Larson mgr. for the Dickey Grain Co., caught his right hand in the machinery at the elvtr. Sept. 18 and it required 8 stitches to sew up the cut.

Kloten, N. D.—Tom Homme has succeeded E. S. Curry as mgr. of the Farmers Elvtr. Co., Mr. Curry going to New England, N. D., as buyer for the Empire Elvtr. Co.

Mott, N. D.—Mr. Stewart has built a 50,000-bu. elvtr. here and is also building a flour mill, but same will not be ready for business before 1914.—F. W. Haas, agt. Columbia Elvtr. Co.

Coteau, N. D.—The gasoline engine in the elvtr. of the Farmers Elvtr. Co. recently broke down and the elvtr. was run in a crippled condition for a few days, until repairs arrived.

Cando, N. D.—While James Taylor, mgr. of the St. Anthony & Dakota Elvtr. Co., was fixing a grain spout, the ladder upon which he was standing broke and he fell a distance of 10 ft. breaking his left arm at the wrist.

Sydney, sta., Jamestown p. o., N. D.—A. L. Kline has succeeded me as agt. for the Dakota Grain Co. I am at present buying grain on track till our new elvtr. is finished which will be within a month.—W. L. Dean, agt. Winter-Truesdell-Ames Co.

New England, N. D.—In June, I succeeded A. L. Moore as agt. for the Columbia Elvtr. Co. at this station, Mr. Moore going on the road for the company as auditor. He came back here the latter part of August to take charge of the elvtr. again and the company transferred me to Mott.—F. W. Haas, agt. Columbia Elvtr. Co., Mott, N. D.

Fessenden, N. D.—Farmers and elvtr. men are having more trouble than ever before over the dockage of grain. Grain men insist that there have been more noxious weed seeds in wheat than for many years and have docked accordingly. While the farmers admit the presence of more weed seeds than usual they are angry over the extra dockage.

St. Thomas, N. D.—In regard to the report that all the elvtrs. at this station were full on account of car shortage, James Whalen, prop. of the Whalen Elvtr. writes: All 4 elvtrs. here were filled with barley and 3 of them with wheat for over a week. Several thousand bus. of barley was threshed and left on the ground because there was no room for it. This is now coming in as we have a good supply of cars at present but unless we keep on getting them, our elvtrs. will all be full again in a short time. The elvtr. of the St. Anthony & Dakota Elvtr. Co. and my own house have been painted.

Bismarck, N. D.—The state railroad commission has appealed to the attorney general for an opinion as to the exact meaning of the law enacted by the last legislature which was designed to abolish unfair competition between line and independent elvtr. companies, the owners of the farmers and independent elvtr. companies contending that the line companies discriminated against them by paying higher prices for grain with the intention of driving the other companies out of business. The railroad commission has several hundred complaints on hand, but has been unable to take them up or to properly enforce the law because of the various constructions that have been put upon it and will await the ruling of the attorney general before taking any action. The opinion of the attorney general is published elsewhere in this number of the Journal.

OHIO.

Van Wert, O.—The Pierce Grain & Hay Co. is rewiring its elvtr.—G.

Columbus, O.—The regular fall business meeting of the Ohio Grain Dealers Ass'n will be held in this city, Oct. 31.—J. W. McCord, sec'y.

Brookville, O.—We contemplate putting in new power and may install an oil engine.—Younce Grain Co.

Union, O.—The Younce Grain Co. is remodeling its elvtr. and installing a Sprout Waldron Attrition Mill.—G.

Swanders, O.—W. L. Allton & Son are making repairs on their plant, taking out two wooden pulleys and replacing with cast iron.

Ottawa, O.—Joseph Hermiller, who has been in the grain business here for the past 30 years, died at his home Sept. 13, from typhoid.

Defiance, O.—Henry L. Stock has succeeded W. E. Gest as mgr., sec'y and treas. of the Defiance Grain & Mfg. Co., Mr. Gest having resigned.

Sycamore, O.—J. W. McCarron, receiver for the defunct Sycamore Grain & Mfg. Co., has petitioned the court to allow the sale of the property of the company at this point and at Lemert.

Oak Harbor, O.—E. Thierwechter, head of the Emery Thierwechter Co., has sold the store of the company and will devote his entire time to the elvtr. and mill of the company.

Cleveland, O.—Our new elvtr. and warehouse will be under roof by Nov. 15, and will be ready for operation Feb. 1, 1914.—The Lake Shore Elvtr. Co. The house will cost \$18,000.

West Jefferson, O.—John Murray has let contract for a 20,000-bu. elvtr. and a 10,000-bu. corn crib to the Burrell Engineering & Constr. Co., the equipment to include a 32-h.p. engine, sheller and cleaner.

Fostoria, O.—The Fostoria Grain Co. has just completed its 60,000-bu. transfer elvtr. here and it is now in operation. The plant is run by 8 electric induction motors. The Burrell Engineering & Const. Co. had the contract.

Mechanicsburg, O.—The report that the Long Mill & Elvtr. Co. will build an addition to its elvtr. is incorrect. The company write: No repairs worth mentioning at this time. May install a cleaner, wagon scale, sheller and some loading machinery in the spring.

Ney, O.—The Citizens' Coal & Grain Co. has just completed a 20,000-bu. elvtr. with concrete block power house detached from elvtr. 20 ft. The plant is run by a 32-h.p. Fairbanks-Morse Oil Engine. Dr. P. E. Lehman is sec'y and mgr. of the company. The Burrell Engineering & Const. Co. had the contract.

Lima, O.—Burglars entered our place during the night of Oct. 6 by prying open a window. A small safety box on our cash register was broken into, and the safe was tampered with, but as yet, nothing has been found missing. They were evidently scared away before any further damage could be done.—Andrew Ringlein.

Receipts of grain at Toledo during September included 535,000 bus. of wheat, 242,000 of corn, 412,800 of oats, 16,000 of rye and no barley; compared with 673,000 of wheat, 328,000 of corn, 1,443,500 of oats, 108,500 of rye and 1,000 bus. of barley received during September, 1912. Shipments for the month included 200,900 bus. of wheat, 30,700 of corn, 401,900 of oats, 15,700 of rye and no barley; compared with 186,600 bus. of wheat, 84,200 of corn, 940,300 of oats, no rye and 1,000 bus. of barley shipped during September, 1912.—A. Gasaway, sec'y Produce Exchange.

Cleveland, O.—The City of Cleveland has awarded to the Macdonald Engineering Co. the contract for an 8,000-bu. elvtr. on the Cooley Farms. This elvtr., which is the smallest the Macdonald Co. has ever contracted for, will be a very artistic structure. The roof will be of Spanish tile and the house will be designed to harmonize with the mission style of the other farm buildings. The Cooley Farms are the property of the City of Cleveland and comprise the city poor house, the home for the insane, and the children's reformatories.

CINCINNATI LETTER.

P. K. Gale, a partner in the recently dissolved firm of Stafford & Gale, is now handling the cash grain dept. of Ellis & Fleming.

H. E. Niemeyer, formerly with the Cincinnati Grain Co., is now cash grain salesman for the Stafford Grain Co. He has followed the business for 9 years and is well informed.

OKLAHOMA.

Collinsville, Okla.—Keith & Gilliland have succeeded Whitford & Keith.—M.

Norge, Okla.—G. W. Thomas has built an addition to his elvtr. and installed a feed mill.—M.

Gage, Okla.—S. M. Owen, former mgr. for the C. B. Cozart Grain Co., has gone to Pampa, Tex.

Durant, Okla.—I have bot the elvtr. of the Durant Grain Co. and will operate under the old name.—J. W. Leach.

Snyder, Okla.—C. H. and Barton Poteet have bot the elvtr. of S. H. Lewis and Tom Chapman. Bartin Poteet will be mgr.

Hinton, Okla.—The Canadian Mill & Elvtr. Co. has built a cob house and has completed the installation of a cleaner and sheller.

Fargo, Okla.—We have succeeded the Fargo Grain, Seed & Coal Co. and have installed a new 10-h.p. Fairbanks Morse Engine.—G. D. King, mgr. C. B. Cozart Grain Co.

Muskogee, Okla.—The recently incorporated Central Grain & Commission Co. will operate a wholesale grain, flour and feed business. C. J. Wolaver is one of the incorporators.

Altus, Okla.—The Chickasha Cotton Oil Co. has bot the plant of the Altus Alfalfa Mfg. Co., including corn and chop grinding machinery, elvtr. and engine room. It will be used as an oil mill.

Perry, Okla.—The 20,000-bu. elvtr. of E. J. Miller is nearing completion and will be an up-to-date structure when finished. It will be equipped with the latest machinery including a Monarch 2-pair High Feed Grinder.

Oklahoma City, Okla.—Sec'y Prouty of the Oklahoma Grain Dealers Ass'n has received from C. O. Churchill, agronomist of the A. & M. College at Stillwater, a report on various samples of seed wheat which shows that the germinating qualities of Oklahoma wheat are entirely satisfactory. Mr. Prouty is sure that the seed wheat of the state will prove satisfactory.

Durant, Okla.—The recently incorporated Durant Mill & Elvtr. Co. will do a general wholesale grain and feed business. We have increased our capacity for corn meal and corn chops and will be able to make 4,000 sacks of feed and 200 bbls. of feed per day. Our officers are W. F. Pendleton, pres.; E. W. Stewart, vice-pres. and gen. mgr., and F. P. Stewart, sec'y and treas.—E. W. Stewart.

OREGON.

Portland, Ore.—Strauss & Co. of London, Eng., have opened a branch office in this city with J. P. Livingston, former mgr. of their San Francisco office in charge.

Portland, Ore.—M. G. Russi, for 10 years mgr. of the Wenatchee Mill, of the Centennial Mill Co., resigned Oct. 1, and is now with the Campbell-Sanford-Hienley Co.

PENNSYLVANIA.

Morgantown, Pa.—The elvtr. now being erected by D. Hartz is 15 ft. square and has a capacity of 5,000 bus.

Lancaster, Pa.—We will not rebuild our mill which burned recently. One end of the building was used as an elvtr.—Levan & Sons.

Athens, Pa.—The Athens Mfg. & Produce Co. is now in its new building, which is 90x150 ft. on the ground. John E. and K. S. Weller will manage the business.

Lewisburg, Pa.—The Buffalo Flour Mill Co. has let contract for the machinery equipment for its new elvtr. and feed plant to the Wolf Co.

Pittsburg, Pa.—Harry F. Denig, traffic mgr. of the Hay & Grain Exchange, has succeeded Ira Bassett as traffic mgr. of the Chamber of Commerce, of which he was at one time ass't traffic mgr.

Pittsburg, Pa.—W. M. Hazlegrove has opened a general grain brokerage office in the Wabash Bldg. Mr. Hazlegrove was for a time in the grain business on his own account in Baltimore and later was traveling solicitor for a number of western firms.

PHILADELPHIA LETTER.

A. B. Clemmer has taken over the interest of Barnabas Devitt, who died July 18.

James F. Warren has applied for membership in the Commercial Exchange.—C.

Samuel P. Scattergood, formerly pres. of the Commercial Exchange, has been nominated for city treas. on the fusion ticket and will be the business man's candidate.

Wm. B. Stites has been admitted to membership in the Commercial Exchange. He is now associated with his father, A. Judson Stites, who has been in the grain and feed business for many years.

"Uncle" Joe Haasz, for many years keeper of the main gate of the Commercial Exchange, celebrated his 74th birthday, Sept. 27. He was well remembered by the members of the exchange and received a substantial raise in salary.

A 2½c local rate for all calls on the main floor Bell telephones became effective on Oct. 1, the unlimited contract between the Bourse officials and the telephone company having expired. The Keystone fones will be free for the present.

Geo. Raphall, the oldest member of the Commercial Exchange, died Sept. 29, at the age of 94. He was a charter member of the exchange and was prominent in the grain and seed trade for many years, retiring from active business about 15 years ago.

A corn contest will be held at the Commercial Exchange Dec. 4, 5 and 6, and at the State College of Agriculture Dec. 29, 30, 31 and Jan. 1, 2 and 3, under the auspices of the Corn Exchange National Bank. Prizes aggregating \$1,250 will be offered. Contestants from New Jersey, Maryland, Delaware and Pennsylvania may compete.

Wilson Welsh, for many years a member of the Commercial Exchange, and well known to the grain and flour trade, died recently at his home in Lansdowne, at the age of 74. He was on the floor the day before his death and seemed in perfect health. Heart failure is given as the cause of his death. Mr. Welsh has served as a director of the exchange and was a member of the old firm of Detweiler & Welsh.

Work is progressing so rapidly on the elvtr. of the Penna. Ry. Co. at Girard Point, that W. R. Sinks, mgr. of construction for Jas. Stewart & Co., who have the contract, announces that the elvtr. will be completed and in running order by the close of the year. Because of the many delays in starting work, it was formally announced that it would not be ready for operation before July 1 of next year.

SOUTH DAKOTA.

Spencer, S. D.—John Donovan is now ass't mgr. of the Farmers Elvtr. Co.

Wilmot, S. D.—The elvtr. of the Farmers Elvtr. Co. has been closed for the season.

Tyndall, S. D.—Hefner Bros. have bot the elvtr. of the Hunting Elvtr. Co.

McKain sta., Elkton p. o., S. D.—W. A. Crumb is agt. for the Davenport Elvtr. Co.

Onaka, S. D.—Our elvtr. will not open this fall.—T. F. Cooney, pres. Farmers Elvtr. Co.

Canova, S. D.—C. B. Miller will succeed J. E. Boyle as buyer for the Independent Grain Co.

Jefferson, S. D.—We have installed a 6 h.p. Fairbanks-Morse Engine in our elvtr.—J. F. Burns, agt. J. J. Mullaney.

Northville, S. D.—I am out of the grain business.—Ralph Peterson, formerly agt. New Richmond Roller Mill Co.

Watauga, S. D.—The new elvtr. of the Farmers Elvtr. Co. was opened Sept. 30.

Parkston, S. D.—The Beardsley Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, John Tiede, Jr., John J. Tiede, H. P. and A. M. Zehnphennig.

Naples, S. D.—The B. B. Grain Co. has installed a Reliance Automatic Scale. I am buying for W. I. Thompson.—E. J. Heiser, formerly agt. D. E. Stoddard.

Elrod, S. D.—W. I. Thompson has installed a Fairbanks engine in his elvtr. The elvtr. of the Atlas Elvtr. Co. is now open.—E. J. Heiser, agt. W. I. Thompson, Naples.

Bonesteel, S. D.—J. W. Williams and A. D. Corbett have bot the elvtr. of the Farmers Co-operative Ass'n. and Marlin Gilbranson is mgr.—Ed. S. Donohue, Ed. S. Donohue & Co.

Yankton, S. D.—The elvtr. of the Atlas Elvtr. Co. burned Sept. 16, will probably not be rebuilt. The company is now using the elvtr. of the Hawkeye Elvtr. Co. which has been empty for sometime.

Herreid, S. D.—K. F. Nickolaus, buyer for the Herreid Merc. Co., was shot three times, Oct. 1, by Christ Liedle, a clerk in a local store. While the two men were arguing, Liedle fired, 2 shots taking effect in Nickolaus' arms and 1 penetrating the stomach. He is tho't to have been fatally wounded.

Mt. Vernon, S. D.—The Farmers Elvtr. Co. now owns and operates the elvtr. of Truax & Betts. A. Truax, pres. of our company and head of the Truax Grain Co., will move his headquarters from Mitchell, S. D., to this city. I relieved H. T. Haynes as mgr. and sec'y of the company in July, having formerly been mgr. for the Big Diamond Mills at Morristown, Minn., and also traffic mgr. for the Commander Mill Co., the same firm, at Montgomery, Minn.—E. W. Boyes, mgr. Mt. Vernon Mill & Elvtr. Co.

SOUTHEAST.

Anniston, Ala.—Members of the Chamber of Commerce are interested in the organization of a company to build an elvtr. at this point.

Atlanta, Ga.—A negro employed by Howard Pain is charged with having stolen \$500 worth of grain from his employer in the last two weeks.

Huntsville, Ala.—I have completed my 50x150-ft. warehouse on the Southern Ry. and will greatly enlarge my business, operating as receiver and shipper.—W. L. Lyle.

Loxley, Ala.—We have opened a branch in this city and I am in charge, R. H. Osborne remains at McAllen, Tex., as mgr. there.—M. B. Dewey, Dewey & Osborne.

TENNESSEE.

Memphis, Tenn.—F. W. Brode & Co. have moved into new quarters on Monroe Ave.

Memphis, Tenn.—Final arrangements are being made by the Merchants Exchange and the Business Men's Club for the entertainment of the grain dealers who stop over at Memphis on the way to the New Orleans Convention or who may have time to take a day off on the way back home.

TEXAS.

Forth Worth, Tex.—The E. G. Rall Grain Co. has built additions to its warehouse.—I. E. Robinson.

Forth Worth, Tex.—Sec'y G. J. Gibbs of the Texas Grain Dealers Ass'n is slowly recovering his health and says that he will soon be in harness again.

Pampa, Tex.—I have been mgr. for the C. B. Cozart Grain Co. at this station since Aug. 1, and have charge of the elvtr. recently built here.—S. M. Owen.

Honey Grove, Tex.—The elvtr. we are operating was formerly run by the Farmers Grain & Elvtr. Co. We have our new

machinery installed and will operate the elvtrs. at this station, Byers and Windom.—W. H. Dowlen & Sons.

Beaumont, Tex.—The Josey Miller Co. will build a brick and reinforced concrete elvtr. and warehouse to replace the plant burned Sept. 7. New machinery will be installed thruout and the capacity of the plant doubled. It will cost \$50,000.

Exports of grain at Galveston during September included 1,020,840 bus. of wheat and no corn or kafir corn; compared with 1,981,600 bus. of wheat and no corn or kafir corn exported in 1912.—John H. Up-schulte, chief inspector Board of Trade.

Galveston, Tex.—The reported strike of the dock laborers here was merely a controversy between the different dock workers' organizations and only lasted a few days. Everything has been settled now to the entire satisfaction of all concerned and work is going on as usual.—John H. Up-schulte, chief grain inspector, Board of Trade.

Stamford, Tex.—Work started Oct. 1, on our new maize and kafir elvtr. and thresher. The plant will be the same size as the one burned Aug. 20, but will contain more working space and less storage room. We will install grinding machinery and later add fireproof storage, either steel or concrete. All insurance on our building and contents has been settled and our net loss is nominal.—Stamford Mill & Elvtr. Co.

WASHINGTON.

Davenport, Wash.—The 30,000-bu. elvtr. of the Farmers Union has been completed.

Touhey sta., Mansfield p. o., Wash.—We have built a 20,000-bu. elvtr. at this station.—Otto Schluez, mgr. Mansfield Elvtr. & Warehouse Co.

Coman sta., Thornton p. o., Wash.—A warehouse of the Kerr-Gifford Grain Co. containing 15,000 sacks of grain, recently collapsed. Work of rebuilding has been commenced. The loss was only nominal.

Davenport, Wash.—The Bend Mfg. & Warehouse Co. is building a 6,000-bu. elvtr. addition to its mill. The building will be 4 stories high and will contain 6 grain bins. The machinery equipment will include a cleaner, barley roll, conveyors, etc.

Spokane, Wash.—The Centennial Mill Co. will build four reinforced concrete grain bins of 320,000 bus. capacity, each bin to have a capacity of 80,000 bus. The bins will be 80 ft. high and 40 ft. in diameter and will cost \$42,000. Work will be started at once.

WISCONSIN.

Manitowoc, Wis.—The storage addition to the plant of the Manitowoc Malting Co. was recently completed by the contractor, the Witherspoon-Englar Co.

Liberty Grove, no p. o., Wis.—The Liberty Grove Produce Co. has been organized with a capital stock of \$1,500 and has bot the elvtr. of the Door County Elvtr. Co.

Fond du Lac, Wis.—The recently organized Fond du Lac Malting Co. has received the first shipments of October barley. The company expects to handle 200,000 bus. this season.

Oshkosh, Wis.—The Consumers Co-operative Merc. Co. incorporated to deal in grain and farm products; capital stock \$10,000; incorporators, Chas. Emerich, John M. Olson, Wm. Pause and Edwin Frank.

Egg Harbor, Wis.—I have a new dock here and will install a cleaning station of 400 bus. per hour capacity. Will deal in all kinds of grain, flour, potatoes and cement.—J. F. Bertschinger.

MILWAUKEE LETTER.

The Chamber of Commerce has fixed the rate of interest on advances for October at 6 per cent.

"All grain of a newly harvested crop, except corn, shall be designated as 'new' when inspected prior to September 1st, and after that date shall be considered new unless otherwise specified."—Grain Inspection Dept., Chamber of Commerce.

A general meeting of members of the Chamber of Commerce will be held Oct. 10 at 4 p. m. for an open discussion of the Government's corn grades. Considerable doubt seems to exist as to whether the adoption of these grades would be advisable or not. A great many members think that it would result disastrously.—H. A. Plumb, sec'y.

Receipts of grain at Milwaukee during September included 1,122,400 bus. of wheat, 1,156,400 bus. of corn, 2,451,600 of oats, 1,745,900 of barley and 367,400 bus. of rye; compared with 2,106,000 bus. of wheat, 971,400 of corn, 2,345,400 of oats, 1,440,400 of barley and 403,700 bus. of rye received during September, 1912. Shipments for the month included 407,246 bus. of wheat, 774,985 of corn, 1,756,723 of oats, 239,898 of barley and 146,130 bus. of rye; compared with 833,615 bus. of wheat, 616,314 of corn, 1,462,295 of oats, 312,221 of barley and 137,074 bus. of rye shipped during September, 1912.—H. A. Plumb, sec'y Chamber of Commerce.

The directors of the Chamber of Commerce recently went on record as not favoring the currency legislation now pending in Congress. The report of a special com'te was adopted which contended that the Glass-Owen Bill was wrong in principle and would be dangerous in practice. At the same time the board directed that the ballot of the Chamber be cast in favor of certain recommendations for changes in the present bill made by the com'te on currency and banking of the Chamber of Commerce of the U. S. A. The report had been submitted for a referendum of the members of the National Chamber.—H. A. Plumb, sec'y.

A new ruling of the Chamber of Commerce com'te of supervisors of grain and weighing states that duplicate inspection and weighing certificates will be furnished only to those who have paid for the service. Members of the Chamber of Commerce have been advised that when a claim is filed against the railway companies, the party filing such claim should secure and attach to his papers the necessary certificates. The claim depts. of the railways have heretofore obtained these documents from the Chamber of Commerce, but under the new rule it will be necessary for the certificates to go to them from the person entitled under the rules, to receive such certificates.

The Chamber of Commerce com'te of supervisors of grain and weighing have recently established the following regulations for the Grain Inspection Dept. of the Exchange: Deputy inspector, chief samplers and helpers are especially instructed to use all due care in cases where it becomes necessary to remove boards to obtain ingress into cars in order to properly inspect or sample the grain in such cars, to replace all such boards removed, in such a manner as to prevent leakage or waste of grain from cars. It will be the duty of all inspectors and chief samplers to make a record of defective and leaky condition of cars and grain doors and to report the same to the chief grain inspector on blanks especially prepared, showing the location of leakage and such other information as would be of service to the receiver and the shipper of grain. Samplers shall seal all cars immediately after sampling, with Chamber of Commerce private seal, which shall be inspected by Chamber of Commerce Weigher at time of unloading, and if found to be broken, record shall be made of the fact. The inspection of all grain loaded out for shipment shall be supervised by 3 inspectors.

WYOMING.

Pine Bluffs, Wyo.—The Frontier Mfg. & Elvtr. Co. will install a 15,000-bu. Richardson Automatic Scale. W. H. Cramer will do the work.

Laramie, Wyo.—M. J. O'Connell of Trenton, Mo., has taken possession of our plant and will be in charge of the business himself.—B. M. Roberts, Overland Cereals Co.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Ill. Trac. System in Sup. 1 to 281 quotes rates on grain from its stations in Ill. to Chicago, Ill., effective Oct. 16.

Canadian Pacific quotes an export rate of 6c on wheat and 4c on oats from Port McNicoll, Ont., to Boston, Mass., effective Oct. 11.

C. G. W. in Sup. 9 to 28-B names additional stations at which milling in transit privileges will be allowed on grain and seeds, effective Oct. 24.

Mo. Pac. in Sup. 3 to 682-B quotes rates on grain and grain products from Memphis, Tenn., and stations in Mo. and Ill.; to Ark. points, effective Oct. 30.

C. G. W. in Sup. 14 to 15084 quotes rates on seeds between Leavenworth and Kansas City, Kan.-Mo. and St. Joseph, Mo. and stations in Ia., effective Oct. 25.

C. M. & St. P. in Sup. 5 to 10632-B quotes rates on wheat, corn, rye, barley, oats and flaxseed between Minn. and Wis. points, and N. D. points, effective Oct. 23.

Ill. Cent. in Sup. 18 to 902-A quotes rates on grain, grain products, and feed, from O., Ind., Ky., Ill., Tenn., Miss., and La. points; to its stations, effective Oct. 25.

C. I. & L. in Sup. 4 to 900-B quotes rates on grain and grain products from its stations to Albany, Schenectady, Troy, N. Y., and Pittsburg, Pa., effective Oct. 15.

M. K. & T. in Sup. 8 to 4096-C quotes rates on grain and grain products between Ill., Mo., and Minn. stations; and Mo., Kan., and Okla. stations, effective Oct. 17.

Ill. Cent. in 11195-A quotes rates on grain and grain products, to Ala., La., and Miss. points; from its stations in Ill., Ind. and Wis., and Dubuque, Ia., effective Oct. 30.

T. St. L. & W. in Sup. 22 to 655-A quotes the following rates on grain and grain products from Toledo, O.; to Holgate, O. 5c; to Bluffton, Ind., 7c, and to Veedersburg, Ind., 8c, effective Oct. 15.

Mo. Pac. in Sup. 6 to 4100 quotes rates on corn, corn chops, oats, rye, and wheat, from Council Bluffs, Ia., Nebraska City, Omaha, and South Omaha, Neb.; to Colo., Kan., Mo., and Okla. points, effective Oct. 29.

Great Northern quotes a rate of 11c on wheat, 10c on corn, and 14.5c on flaxseed, between St. Paul, Minneapolis, Minnesota Transfer, Minn., and rate points; and Booge, S. D., Manley and Hills, Minn., effective Oct. 8.

Ill. Cent. in 11131-A quotes rates on grain and grain products, to its stations and Yazoo & M. V. stations and connections in Ala., Ark., La., Miss. and Tenn.; from Minn. & St. L. stations in Ia., Minn., and S. D., effective Nov. 1.

C. M. & St. P. in Sup. 28 to 6952-B quotes rates on grain and grain products, between its stations and connections; and Chicago, Ill., Milwaukee, Wis., St. Paul and Duluth, Minn., Council Bluffs, Ia., and rate points, effective Nov. 1.

M. & St. L. quotes the following rates on corn, oats, rye and barley; from Albert Lea, Glenville and Gordonville, Minn., 21c; from Northwood, Kensett and Manley, Ia., 20c; from Grinnell, Ia., 17.5c, and Newton, Ia., 18.5c, effective Oct. 15.

Wabash in Sup. 3 to A5327 quotes rates on grain and grain products, between Chicago, Decatur, East St. Louis, Quincy, Ill., St. Louis, Hannibal, Mo., lower Mississippi Valley and La. points; to its stations in Mo., Ia., and Neb., effective Oct. 25.

C. M. & St. P. in Sup. 3 to 1545-E quotes rates on grain and grain products, from St. Paul, Minneapolis, Minnesota Transfer, and Duluth, Minn., La Crosse, Wis.,

and rate points; to stations in Ill., Wis., St. Louis, Mo., and rate points, effective Nov. 1.

C. G. W. in Sup. 20 to 14903 quotes rates on grain and grain products between Atchison, Leavenworth and Kansas City, Kan.-Mo., St. Joseph, Mo., Ft. Dodge, Boone and Des Moines, Ia.; and stations on C. G. W. and connections effective Oct. 25.

C. G. W. in Sup. 29 to 14879 quotes rates on corn, oats, rye, barley, wheat, millet and flaxseed between St. Paul, South St. Paul, Minneapolis and Minnesota Transfer, Minn.; and stations on C. G. W. and connections in Ia., Mo., Kan., and Neb., effective Oct. 25.

Frisco quotes a rate of 22c on wheat, and 20c on corn, kafir corn, rye, oats, barley, grain screenings, sorghum, seeds, spelt and corn chops, from Memphis, Tenn., to Patmos, Baker, Gamma, Stamps, Buchanan, Bussey, Taylor, Ark., and rate points, effective Oct. 28.

C. St. P. M. & O. in Sup. 18 to 1625-A quotes proportional rates on grain and grain products between St. Paul, Duluth, Minn., and Chicago, Ill.; and its stations in Minn., Ia., S. D., and Neb.; also between Omaha, Neb., Sioux City, Ia., and its stations in Minn., Ia., S. D., and Wis., effective Oct. 21.

C. G. W. in Sup. 8 to 15170-H quotes rates on barley, corn, rye, oats, wheat, millet and flaxseed between Bloomington, Jacksonville, Peoria, Petersburg, Rock Island, Springfield, Ill., and stations taking same rates as Peoria, Ill.; and stations on C. G. W. and connections in Ia. and Minn., effective Oct. 10.

Soo quotes a rate of 55c on corn from Minneapolis, Minnesota Transfer and Duluth, Minn., Superior, Wis., and rate points; to Hosmer, Michel, and Fernie, B. C.; also a rate of 24c on wheat, oats, barley and flaxseed, from Port Arthur, Fort William, and Westfort, Ont.; to Minneapolis, St. Paul, Minnesota Transfer, and Duluth, Minn., and Superior, Wis., effective Oct. 15.

C. M. & St. P. quotes rates between Duluth, Cloquet, St. Paul, Minneapolis, and Minnesota Transfer, Minn., and Superior, Wis.; and the following N. D. stations: corn, rye, oats, barley, and wheat, Franklin, Nortonville, and Millarton 14.5c; Sydney, Klose's Spur, and Jamestown Jctn. 14c; Homer and Jamestown 13c; flaxseed, Franklin, Nortonville, Millarton, Sydney, Jamestown Jctn., and Homer 15.5c; Jamestown, 14c, effective Oct. 23.

A. T. & S. F. in Sup. 6 to 5702-D quotes rates on broom corn, millet seed, hemp seed, and flaxseed, between Ensign, Haggard, Montezuma, Copeland, Sublette, Santa, Moscow, Hugoton, Rolla, and Elkhart, Kan.; and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., and Chicago, Ill.; also on broom corn from stations in Okla. to Wichita, Kan.; also a rate of 21c on millet seed from Lawrence, Kan., to St. Paul, Minneapolis, and Minnesota Transfer, Minn., effective Oct. 31.

C. G. W. in Sup. 25 to 14481 quotes rates on wheat, corn, oats, rye, barley, hemp and flaxseed from Atchison, Leavenworth, Kansas City, Kan.-Mo., St. Joseph, Mo., Omaha, South Omaha, Neb., and Council Bluffs, Ia.; to Waterloo, Cedar Falls, Tripoli, Bremer, Denver, Glasgow, Center, Buckman, Acme, Flint Jctn., Highland Park and Urbandale, Ia.; Belle Chester Jctn., Belle Chester and Stillwater, Minn., East Joliet, Coster and Altenheim, Ill., Marshland, East Winona, La Crosse and Rugby Jctn., Wis., effective Oct. 25.

M., K. & T. quotes a rate of 18c on corn and 19½c on wheat from Piqua, Humboldt and Chanute, Kan., to Memphis, Tenn.; also a rate of 20c on corn and linseed meal, 23½c on wheat, 26½c on millet and flax seed, and 29½c on hemp seed, between Milton, Okla., and St. Louis and Hannibal, Mo., Alton, East St. Louis and East Hannibal, Ill.; also a rate of 23c on corn and linseed meal, 26½c on wheat, 31½c on millet and flax seed, and 34½c on hemp seed, between Milton, Okla., and Chicago, Ill., effective Oct. 17.

JUDGMENT AGAINST Carrier for Delay.

Delay in transit is one of the commonest causes of loss to grain shippers, who will be glad to learn that a cotton shipper has been given judgment against a railroad company for negligent delay.

S. F. B. Parish at Charleston, Miss., 'phoned his factor at Greenwood that he could buy 40 bales of cotton at Charleston and closed contract to sell at a stipulated price, should the cotton reach Greenwood within the week.

Calling up the station agent, the latter promised to have cars next morning at the warehouse where the cotton was stored, whereupon Parish bot the cotton. Next morning he hired laborers to load the cotton, but when he reached the warehouse the cars had not been placed. Inquiring of the agent the cause for the delay the latter then informed him that on the morning before the town authorities had excavated a trench under the right of way making it unsafe to haul the cars over the side track.

Parish then advised the agent of his contract and its time limit and insisted that something be done. A week elapsed before cars were furnished and in the meantime the market for cotton had weakened, causing a loss to Mr. Parish for his failure to deliver within the prescribed time. Mr. Parish brot suit and being awarded nominal damages only, took an appeal to the Supreme Court of Mississippi, which reversed the decision of the lower court and granted him a new trial, Judge Cook saying:

Conceding, for argument's sake, that there is sufficient evidence in the record to warrant a finding that the obstruction of transportation was caused by the town, by what and upon whose authority the public work was being done does not appear. The track was put out of commission Monday morning. A ditch three or four feet wide and six to eight feet in depth was run diagonally under the track, two or three cross-ties were removed, and only the rails spanned the ditch. This was the sum total of the obstruction, and why it was not a simple matter, requiring but little skill and labor, the expenditure of a small amount of money, and the consumption of only a few hours, to restore traffic over this spur, is beyond our power to comprehend. The public service corporation owes a duty to its customers, and some valid reason must be given why it failed to perform this duty, and mere conjecture or argumentation from fragmentary facts will not suffice. Here was an unusual, and to us inexplicable, delay, when we recall the many stupendous tasks performed in a marvelously short time by the well-organized forces of great railway systems like the one in the present case. The bridging of this small ditch was mere child's play compared to others accomplished within a few hours, according to our views and observations, and the loss to an enforced customer of the amount lost in the present instance is no mere trifling matter, and he should not be denied a trial of his case, unless it appears as a matter of fact that a superior force prevented the carrier from doing its plain duty. There may be good reasons for the delay, but from the record we can find no semblance of excuse after giving to the proven facts a much broader significance than they deserve. It may be that it was impossible to repair the track, but this must appear as an uncontroverted fact before the court will be authorized to take the decision of the case from the jury. The question is: Does the record show that the delay was unavoidable under the circumstances? And the answer is in the negative.

Reversed and remanded.—60 South. Rep. 322.

Minn. & St. L. in Sup. 8 to 1650-A quotes rates on wheat, corn, oats, and rye milled, cleaned, mixed or shelled in transit, from its stations in Ia., Minn., and S. D.; to Chicago, Peoria, Ill., Milwaukee, Wis., St. Louis, Mo., and other points, effective Nov. 1.

Supreme Court Decisions

Lien on Crops.—The lien of a mortgage on a crop, given to secure payment for money, supplies, or other articles of necessity, to aid in making and gathering the crop, is superior to a lien of a mortgage thereon not given for this purpose, tho recorded first.—*J. G. & G. W. Durden v. Aycock Bros.*, Court of Appeals of Georgia. 79 S. E. 213.

Crop Mortgage.—A verbal rental contract will create a sufficient interest in the land to support a mortgage of crops to be grown thereon, though the contract could be avoided on account of the statute of frauds, since such a contract is not void, but merely voidable.—*Phillips-Neely Merc. Co. v. Banks.* Court of Appeals of Alabama. 63 South. 31.

Requiring Connection between Railroads.—A state railroad commission having the right to require a physical connection made between two railroad lines, if such an order is fair and reasonable, its enforcement cannot be enjoined by the courts; and the fact that it will cause some small loss to one of the roads at first is not sufficient to establish its unreasonableness.—*Seaboard Air Line Ry. Co. v. Railroad Commission.* U. S. District Court, Georgia. 206 Fed. 181.

Building Contract.—Where a contract for the construction of a malting plant provided that the work should be done under the direction of the owners, and there was no evidence that they were prevented from having their wishes as to the depth of the foundation complied with, they cannot defend an action to foreclose a mechanic's lien on the ground that the walls had cracked by reason of the insufficient depth of the foundation.—*Gate City Malt Co. v. James C. Stewart and others.* U. S. Circuit Court of Appeals. 206 Fed. 448.

Carrier Can Recover Freight Undercharge.—The making of a contract for the transportation of freight in interstate commerce at a rate less than that prescribed by the schedules on file with the Interstate Commerce Commission does not prevent a recovery of the difference by the carrier, since both parties to the contract of shipment are bound by the tariff so filed. In an action by an interstate carrier to recover undercharges on an interstate shipment of freight, the claim of the carrier was not an "account" within Civ. Code La. art. 3538, prescribing a prescription of three years for actions based on an account of any description, as an account implies a course of dealing between the parties involving reciprocal debits and credits, or where the debt is increased from time to time or goods are sold on credit, etc.—*Illinois Cent. R. Co. v. S. Segari & Co.* U. S. District Court, Louisiana. 205 Fed. 998.

Arbitration.—Where an arbitrator, after all the evidence had been submitted, privately secured an opinion from some one on a material question in the case, and communicated such opinion to the other arbitrators, he was guilty of official misconduct, though he acted without improper motive. Where evidence is received by arbitrators other than at the hearing, the court should not consider whether such evidence influenced the award; but, unless it is apparent that such evidence was wholly immaterial, the award should be set aside. A court of chancery is the only proper tribunal to determine whether an arbitrators' award should be set aside for misconduct of an arbitrator, since the reason for setting it aside is not available as a defense in an action at law on the award; but it would have no jurisdiction to set aside an award made on a reference in a cause pending in a court of law, as that court is

possessed of the cause and able to grant full relief.—*Jessup & Moore Paper Co. v. A. S. Reed & Bro. Co.* Court of Chancery of Delaware. 87 Atl. 1011.

Recovery of Margin from Broker.—Plaintiff sued defendants, who were brokers having their main office in Chicago, with one of their branch offices in Des Moines, Iowa, to recover certain margins paid by him on contracts for the purchase of railroad stocks, alleging that they were merely wagering contracts on the future price of the stocks and that no actual purchase or delivery was intended. He testified that he applied to make the purchases to defendant's manager in Des Moines; that the manager telegraphed to the Chicago office, and on receipt of an answer notified him that the stocks had been bought and he paid the margins to such manager. Held that, on plaintiffs' allegations and testimony that no actual purchases of stocks were to be made in Chicago or elsewhere in the execution of the contracts, they were consummated in Des Moines and were governed by the law of Iowa, by which money lost in such transactions is not recoverable.—*Lamson Bros. & Co. v. Bane.* U. S. Circuit Court of Appeals. 206 Fed. 253.

Crop Improvement.

The People's Grain Co., Freeland, Mich., will conduct a seed corn contest on Oct. 11. E. P. Robinson, agricultural expert of Saginaw County, will act as judge and award the prizes.

The Cook County, Ill., Superintendent of Schools is seeking for an agricultural expert, to start work Nov. 1 at a salary of \$3,000. The man is wanted to instruct the school children in farming.

The effect of fertilizers on the yield of corn has been carefully tested by the Ohio Experiment Station; and in circular No. 138 the results of these tests are given. The yield per acre of the untreated land was 27.3 bus. of corn. The addition of limestone increased the yield to 35.6 bus. Acid phosphate and limestone treatment gave a yield of 44.1 bus., and acid phosphate, muriate of potash and limestone treatment raised the yield to 52.9 bus.

Frank H. Demaree has been employed as agronomist by the Crop Improvement Com'te of the Council of Grain Exchanges. Mr. Demaree obtained a Bachelor of Science degree at Purdue University and a Master of Science degree at the University of Missouri. He joined the faculty of the latter university as assistant professor and taught grain judging, grading, and breeding. Mr. Demaree is thoroly trained in scientific agriculture; and he will act as expert advisor to the agricultural agents employed by the 200 country farm bureaus now organized in this country.

THE CORN PRODUCTS Refining Co. on Sept. 25 reduced the price of its commodities 10c per 100 lbs., making the fifth change in price and the first reduction since July. The reduction was due, it is reported, to prospective competition on a large scale and to the expected early arrival of some of the Argentine corn purchased by the company.

A RAILWAY STATION was moved 30 miles on flat cars by the Chicago & North-Western Ry. Sept. 17. The station at Wolton, Wyo., was recently destroyed by fire; and the company loaded the station building at Natrona, Wyo., a one-story frame structure 44x20 ft., upon two steel underframe flat cars and carried it to Wolton. The trip was made without a mishap, altho it involved several curves. A small grain elevator could be moved in the same manner.

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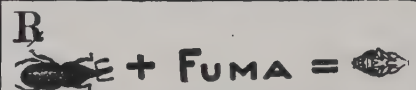
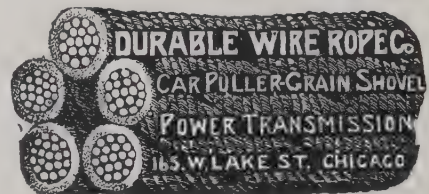
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Grain Carriers

The hearing of the conditions of the Uniform B/L will be continued before the Interstate Commerce Commission on Oct. 30.

Fifty-two eastern lines on Oct. 1 filed a petition with the Interstate Commerce Commission requesting an increase in freight rates.

The Great Falls & Teton County Ry., running out of Great Falls, Mont., will be put into operation in time to move this year's grain crop.

Boat lines recently quoted a rate of 3c on grain to be loaded late in November at Lake Superior ports and to be stored at destination port.

The Canadian Pacific Railway has appointed five special traveling grain agents to aid grain shippers along its lines in getting their wheat to market.

The work of enlarging the locks of the Welland Canal will soon be completed. The locks will be 30 ft. deep, 80 ft. wide, and 800 ft. long, and will be big enuf to admit the largest vessels on the Great Lakes.

The car surplus decreased 19,759 cars during the last half of September, according to report of the American Railway Ass'n. The surplus on Oct. 1 was 41,994 cars, compared with 26,734 cars last year.

The grain steamer Rees was sunk recently at Sault Ste. Marie thru collision with another boat. Divers plugged up the holes in its hull and part of the grain cargo was pumped out in order to raise the boat.

Advances in wheat rates from Oklahoma stations to Memphis, Tenn., via the Frisco and Rock Island Lines were suspended Sept. 4 by the Interstate Commerce Commission until Nov. 28, pending investigation.

The Chicago, Burlington & Quincy Railroad will construct a cut-off between Omaha, Neb., and its Lincoln-Sioux City line in order to give it a direct line between Omaha and Minneapolis, connecting with the Great Northern at Sioux City.

The steamer James S. Davidson, laden with 344,000 bus. of wheat, went aground in the Detroit River opposite Bois Blanc Island Sept. 29 and blocked the south channel until the evening of Sept. 30, when it was floated by taking off 60,000 bus. of grain.

The steamer City of London, carrying 100,000 bus. of wheat, was wrecked recently off Point Pelee, Lake Erie, and will probably be a total loss. The steamer was valued at \$25,000 by its owners, the Chicago Steamship Co., and was insured for \$10,000. Its cargo was worth \$90,000.

In connection with the railways' demand for a 5% increase in freight rates, the Interstate Commerce Commission has appointed Louis D. Brandeis, Boston, Mass., to represent those opposed to the increase. The carriers will file their tariffs containing the increased rates on or about Oct. 15; and Commissioner Harlan, who will have direct charge of the case, expects to hold a preliminary hearing the latter part of November or in December.

The Chicago, Rock Island & Pacific Ry. has reduced its rates on grain from Minnesota and northwestern Iowa stations to Chicago, Ill., effective Oct. 11.

The Illinois Central Railroad recently established a weighing and inspection bureau to take charge of all matters pertaining to the weighing of freight. This action was taken in connection with the recent report of the Interstate Commerce Commission stating that railway scales and weighing methods are inaccurate and recommending government supervision.

The absolute power of the Interstate Commerce Commission over interstate rates was again sustained in a recent decision of the Supreme Court of Minnesota. The court held that a provision in the railway passenger rate tariffs limiting liability for loss of baggage was valid in an interstate movement, despite the common law rights of the passenger or any state statutes.

Carriers filing tariffs with the Missouri Public Utilities Commission must comply with the new rules recently issued by the Commission. One of these rules is that, if a tariff contains increases or decreases in rates, it must be accompanied by a detailed statement giving the reasons for the changes. Tariffs must also be filed at least 30 days before the change can be put into effect.

The Union Pacific Railroad Co. has requested authority from the Nebraska Railway Commission to put in special low rates on corn to points in Nebraska. The company desires to put in these low rates, which it claims are not compensatory, to enable the farmers who suffered a crop failure to ship in the corn they need. The old rates will be re-established on or before June 30, 1914.

A counter-claim for damages due to the failure of the railroad company to furnish empty cars promptly was allowed to offset a claim for demurrage in the case of Waller & Co. v. L. & N. R. R. Co., recently decided by the Kentucky Court of Appeals. The railroad company sued Waller & Co., who operate an elevator at Henderson, Ky., for demurrage on cars which had not been unloaded within the free time limit. The grain company stated that its elevator at the time was full of grain; and, because of the railroad's failure to furnish cars in which to load out grain, it was unable to receive any more shipments and therefore could not unload the incoming cars. This decision establishes an important precedent.

Important rate decisions, it is expected, will be announced by the United States Supreme Court on Oct. 20, its first decision day. One of these is the "intermountain rate case." The transcontinental lines, under the excuse that water competition demanded it, made lower rates to Pacific Coast destinations than to intermountain cities on shipments originating east of the Mississippi river. The Interstate Commerce Commission, in deciding this case, made rates over entire zones instead of from one city to another; and this method of rate-making is the cause of the appeal to the Supreme Court. Another important case is the Nashville reshipping privilege case. Nashville shippers are granted transit privileges; and shippers at Atlanta and other southeastern cities are demanding that they be accorded similar privileges. The Louisville & Nashville Railroad in defense states that it is forced to grant transit privileges at Nashville in order to meet competition on the Cumberland River.

All interstate railroads must divest themselves of competing steamship lines on or before July 1, 1914, in order to comply with the Panama Canal act, passed in 1911, unless they are given special permission by the Interstate Commerce Commission to retain such ownership. The tremendous effect of this law will be realized when it is recollected that practically all of the lines plying on the Great Lakes and the more important lines engaged in coastwise traffic are owned or controlled by railroad companies.

Routing of shipments from interior Missouri points to Kansas City, Mo., across the state line into Kansas by the various railroads in order that they may charge interstate rates and escape the limitations imposed on intrastate rates, is the subject of a complaint filed with the Missouri Public Utilities Commission by the Kansas City Board of Trade. On Sept. 25 the Commission ordered the defendant roads to produce the records covering the movement of recent shipments of grain into Kansas City, together with the routes used and the rates charged.

Reparation Allowed.

The Interstate Commerce Commission has ordered reparation to complainants on the following claims:

Central Granaries Co., Lincoln, Neb., against C. B. & Q. R. R., refund of \$131.53 for overcharges on three carloads of corn shipped from Nebraska stations to Holdrege, Neb., for cleaning and re-shipment to Wyoming stations.

Rosenbaum Bros., Chicago, Ill., against C. & E. I. R. R., refund of \$803.48 for overcharges on 132 carloads of grain shipped from Iowa, South Dakota and Minnesota to Chicago.

CO-OPERATION WILL EASE

Car Stringency.

Shippers by co-operating with the railroad companies in every way to facilitate the prompt movement of cars, can do much to reduce the car shortages during crop-moving periods. To this end, shippers should ask only for as many cars as they actually need, load the cars to their full capacity, and bill them out promptly when loaded and by the shortest route. The receiver should unload cars as promptly as possible. Cars were built for transportation, not for storage.

This is the gist of a circular issued by J. Vining Taylor, sec'y of the National Hay Ass'n. The shipper is the heaviest loser thru car shortages, and he should do everything in his power to "keep the cars moving."

BELGIUM will produce, according to early estimates, 210,075,000 lbs. of barley this year; compared with 218,290,000 lbs., the 10-year average. Consumption of barley has averaged 851,500,000 lbs. for the past ten years. Taking this figure as a basis, Belgium will have to import this season 640,000,000 lbs. of barley.

THE MILLERS NATIONAL Federation will not hold a mass meeting this year. This meeting was scheduled at St. Louis, Mo., early this month, but most of the millers were too busy to attend. A meeting of the executive com'te, directors, and delegates will be held in Chicago shortly in order to consider the effect of the tariff bill on the milling business.

Insurance Notes.

The National Convention on Fire Waste will be held in Philadelphia Oct. 13 to 18 under the auspices of the Philadelphia Fire Prevention Commission.

The Grain Dealers' National Mutual Fire Ins. Co. of Indianapolis has been licensed to do business in the following additional states: Michigan, New York, Pennsylvania, New Jersey and Massachusetts.

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Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

Shinn Lightning Rods

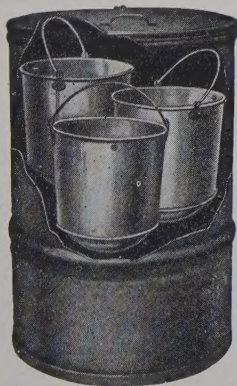
We will protect your elevator from lightning damage—\$75,000.00 Surety Bond backs my word. Your money back if building burns. I send an expert State inspector to examine each job. You get protection from Shinn.

Send for free catalog.

W. C. SHINN
Factory, LINCOLN, NEB.



"Calcide" Fire Barrel



when placed at intervals about your elevator will prove effective in checking fires and may save a great loss.

It is a strong steel tank (covered) containing Calcium Chloride dissolved in water and will not freeze, evaporate, smell. It is more active than water as a fire extinguisher.

The Barrel contains three pails always full and ready, and 35 gallons more to refill with. Low initial cost, durable, convenient, compact.

reliable and effective. Write for descriptive folder.

PRODUCE REFRIGERATING COMPANY
Mention this Journal Minneapolis, Minn.

THE ILLINOIS STATE FAIR, which opened Oct. 3 and closes Oct. 11, is conducting a boys' corn contest, at which cash prizes totaling \$134 will be given. The state is divided into three sections, northern, central and southern; and the boy in each section who raises the best ten ears of corn will be given a prize; and the best of these three will be awarded the state championship.

BE PROTECTED

Write or wire for a
"Short Term" Grain
Policy with the

TRI-STATE MUTUAL
Grain Dealers Fire Ins. Co.

of

Luverne, Minnesota

E. A. BROWN, Pres. E. H. MORELAND, Sec.
V. E. BUTLER, V.-P. B. P. ST. JOHN, Treas.

MILWAUKEE Chamber of Commerce is the only market in which coarse grains can be hedged in lots as small as 1,000 bus.

AJAX

WHEN $\frac{1}{3}$
of the fires are
caused by lightning

it behooves $\frac{3}{3}$ of the elevator operators to equip their plants with the Surest and Best System of Lightning Protection—the

AJAX SYSTEM

Every summer storm is another argument why you should investigate the AJAX today. Write

Ajax Conductor & Mfg. Co.
420 N. Sangamon St., CHICAGO, ILL.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

SERVICE FREE

To the policy holders of the following Companies, a free service is being rendered by these Mutual Companies through their Fieldmen and by their Fire Prevention Department that is worth, to each individual in the preservation of his property, the cost of his Insurance Policies.

Besides receiving this service free, you receive your insurance at actual cost.

MILLERS NATIONAL INSURANCE CO.,
Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.,
Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.,
Canton, Ohio.

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.,
Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
Des Moines, Iowa.

THE MILLERS MUTUAL FIRE INSURANCE CO.,
Harrisburg, Pa.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.,
Ft. Worth, Texas.

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.,
Lansing, Mich.

GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO.,
Indianapolis, Ind.

Supply Trade

Kansas City, Mo.—R. J. Lehrack, one of the well known elevator builders in the southwest, was recently injured in a train wreck at Manhattan, Kans., sustaining an injured knee.

Milwaukee, Wis.—The Allis-Chalmers Mfg. Co. recently moved the sales and engineering offices of its mining machinery department from Chicago to the Milwaukee works at West Allis.

Chicago, Ill.—It is stated by the Chicago papers that the receivers for the alleged bankrupt O'Gara Coal Co. and subsidiary corporations are having difficulty in finding banks which will advance money at 6 per cent on \$200,000 worth of receivers' certificates.

This unique, odd-shaped, peculiarly bound catalog—"The Court Record of Five Witnesses"—is printed on heavy gray stock with appropriate border work of orange. It is just the kind of catalog that, when the mailman brings it into the office, will attract the attention of every one.

Chicago, Ill.—The Salisbury fire hose equipment, manufactured by W. H. Salisbury & Co., will be installed in three of the largest and most modern structures now in course of construction, notably the new Michigan Central Depot at Detroit, the Kansas City Union Depot and the Northwestern Insurance Bldg. at Milwaukee.

Elwood, Ind.—A compromise verdict was recently given in the case of the Grain Separator Co. against the Urms-ton Grain Co. of Hobbs. The grain company purchased the machines, but claimed they did not do the work they were expected to do and they were refused. The case involved three machines at a cost of \$1,500, and the verdict was for the plaintiff in the amount of \$500.

Chicago, Ill.—The Hess Warming & Ventilating Co. announce the late and important sale of one of its large Hess Grain Driers to the Cleveland Grain Co. It is a 1913 model, with extra large fans and cooling chambers, for the Big Four elevator at Cleveland. This is the third purchase of Hess Driers by the Cleveland Grain Co., the first being built about 10 years ago at Cleveland and one later at Indianapolis.

Danville, Ill.—Recent notice has been sent to the creditors of the Burrell Mfg. Co. of Bradley by W. J. Grant, referee in bankruptcy, for the sale of all the real estate, machinery and tools, book accounts and all assets belonging to said bankrupt estate, for the sum of \$7,000. Further, that all creditors are notified of a meeting to be held at the office of the referee on Oct. 10th, for the purpose of ordering confirmation of said sale.

Among our recent callers were Michael V. Vavilov and John D. Ivanov, engineers for the grain elevator department of the Imperial Bank of Russia, who are spending three weeks in this country, investigating our facilities for handling grain and our methods of conducting the grain business. The Imperial Bank of Russia has just completed seven elevators and eight more are now under construction. Others will be built next year. Inasmuch as Russia produces comparatively little ma-

chinery, it should prove a profitable market for American manufacturers.

"So you closed that big deal with —," exclaimed one traveling man as they watched the ever changing landscape. "Was practically closed when I sent up my card," remarked the other. "You see our advertising about closed the deal—there were only a few details left for me to explain, adaptability of our line to this concern's equipment. You and I may not have the time to read advertisements, but the modern business man is on his hip-toes every second—he's managing. Good management means sound judgment in buying—he's after results—dividends. There's the value of advertising."

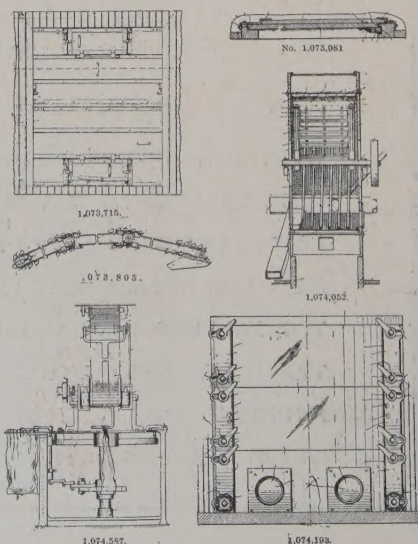
Chicago, Ill.—An entirely original form of catalog of five books in one, one book being built over the other, stair-step fashion, with a judge high up above the top of all the books, is shown by the Ceresit Waterproofing Co. It is an innovation in which a building material is "put on trial"—a radical departure from the staid and uninteresting style. The contention is that their product "has all the good points and none of the bad." First, the case is outlined. Then the five "witnesses"—Prof. Scientist, Mr. Engineer, Mr. Builder, Mr. Owner and Mr. Demonstrator—are called to the "stand" to "testify." The individual story of each "witness" is told separately in one of the unique books.

Exports of Breadstuffs.

Exports of breadstuffs during the eight months prior to Sept. 1 included 70,407,261 bus. of wheat, 7,380,253 bbls. of wheat flour, 42,549,983 bus. of corn, 4,809,904 bus. of oats, 1,755,575 bus. of rye, and 10,819,350 bus. of barley; compared with 11,998,077 bus. of wheat, 6,189,178 bbls. of wheat flour, 24,087,022 bus. of corn, 1,853,376 bus. of oats, 1,753 bus. of rye, and 632,659 bus. of barley during the eight months ending Sept. 1, 1912.

Wheat exports totaled 24,335,304 bus. in August compared with 5,785,143 bus. in August, 1912. The total value of the breadstuffs exported during the eight months ending Sept. 1 was \$139,036,269; compared with \$61,563,143 for this period in 1912, as reported by O. P. Austin of the Bureau of Statistics.

If the silk worms make silk why will will not the chinch bugs make chintz curtains?



Patents Granted

Bucket Chain Elevator. No. 1,073,803. Silvio Giuseppe Gotuzzo, Leghorn, Italy. This device consists of an endless, flexible chain; carrying buckets supported by drums; a number of frames pivoted to one another and supporting the drums; guiding plates provided with grooves; and articulated guides for carrying the chain.

Grain Door. No. 1,073,981. (See cut.) Peter James Hansen, Langford, N. D. This door consists of two sections, both of unequal width and arranged to lap joints, the inner set projecting beyond one side of the doorway and the outer set projecting beyond the other side of the doorway. The door is held in place by means of spring devices and wedge blocks.

Grain Door. No. 1,074,193. (See cut.) Andrew G. Olson and John A. Dols, Elbow Lake, Minn. The door posts of the grain car are equipped with slotted bars; and the door is fitted with slots which register with the slotted bars. These bars are bolted in place. The door is so arranged that the bolts may be disengaged from the slots in order to open the door.

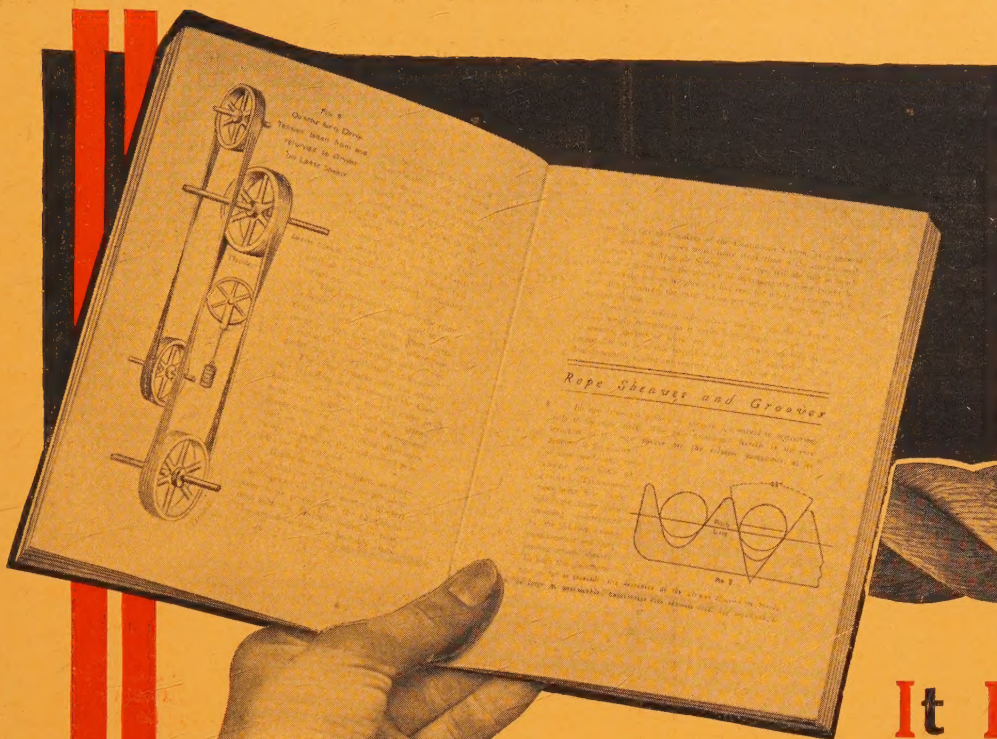
Grain Door. No. 1,073,715. (See cut.) Charles E. Sievert, Council Bluffs, Ia. This is a tiltable door having a swinging gravity detent and provided with a member having a toothed convex portion so set as to engage the detent, thereby supporting the door in the tilted position. The door is pivoted in one lower corner and is provided with smaller, inner doors for inspection purposes.

Grain Scourer or Cleaner. No. 1,074,052. (See cut.) Frederick Horstmann, Ashland, Ky. Within a casing is located a porous cylinder, inside of which a fan rotates. Spiral ribs are provided in the interior of the cylinder, which act as channels for leading the grain from inlet to outlet. The space between the cylinder and the outer casing forms a dust chamber, which has a bottom outlet. Means are provided for feeding the grain into the channel at several different points, so that grain may be placed in one channel without mixing with that in another channel.

Bag-Tying Machine. No. 1,074,587. (See cut.) John P. Curry, New York, N. Y. This machine consists of: first, a device operating above the socket for looping a straight wire-tie around the neck of the bag and projecting both ends of the tie at one side of the neck; second, a twister operated to grasp the two ends of the tie simultaneously and hold them separate from one another; and third, means for rotating the twister to twist the ends of the tie together with engaging coils and the ends of the tie diverging to be readily untwisted by the fingers. The machine is also so arranged that wire-ties and bags are moved into position as needed.

RUSSIA will produce 693,000,000 bus. of wheat this year and will have an exportable surplus of 152,000,000 bus., according to official estimates. The crop last year amounted to 630,000,000 bus., and the exports, 106,000,000 bus.

WHEAT has liquidated itself thoroly. The long interest has been well eliminated and is discouraged at the action of the market. Every cereal and food stuff above ground has experienced an advance but wheat; and it is struggling along unduly depressed by marketings that savor of a bankrupt character. We look for this cheapest food on earth to start soon on a steady upgrade, based on its intrinsic value both at home and abroad.—Finley Barrell & Co.



You'll Enjoy This Book

It Is Yours On Request

It is the Blue Book of Rope Transmission. It does not talk about American Transmission Rope altogether; but about rope transmission as a solution of transmission problems and the many ways of using rope to do the work of belts more economically and more efficiently.

It does, however, talk enough about American Transmission to inform you thoroughly as to its quality and qualities—it tells why many big and many little plants prefer *that* rope in particular.

The main thing to consider, however, is that this book is *not* just an advertisement, but is worth the while of every mechanical and plant engineer—every superintendent of power—every purchasing agent—every officer or employee of a live manufacturing plant who has his own “transmission education” and the interests of the plant he works for at heart.

Send Us Your Name Without Obligation

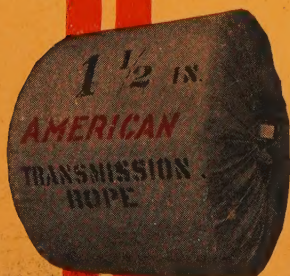
Your receipt of this book obligates you to nothing. You don't have to enquire further. You don't have to buy—perhaps you're not a buying force in your plant, but want to inform yourself. *However*, we do believe that the receipt of this book and its perusal will incline you to American Transmission Rope.

We Ship Without Delay—on Telegram if Necessary
from either point of manufacture

American Manufacturing Co.
Dep't. G, Brooklyn, New York City



St. Louis Cordage Mills
Dep't. G, St. Louis, Missouri



A Word to the Grain Men:

Many mills are buying wheat on our analyses. They want our grading. They sell their flour to bakers on our analyses. The baker wants our grading.

We make a complete assay of wheat on a 5-lb. sample for quantity and quality of flour for the small sum of \$5.00. If gluten only is desired, then we charge \$1.00 to find the amount in the straight grade flour, and need only an 8-oz. sample.

Have you ever tried the Columbus Laboratories' test on soundness? If not, it will pay you to get next. A 2-lb. sample and \$3.00 will give you the information.

By using our special service we can show you how you can profitably blend wheats right, and give the millers what they want. We are wizards in this line.

Our reports on the analyses of feed stuffs are considered the standard. An 8-oz. sample is required for testing.

Write for Booklet and Further Information

The Columbus Laboratories
31 North State Street Chicago

POST YOUR PRICES

TODAYS PRICES	
OATS	45
CORN	77
WHEAT	101
RYE	118
BARLEY	134
CLOVERSEED	950

and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

Order Form 1.

Size 14x19½ inches.

Price \$2.00

GRAIN DEALERS JOURNAL
315 South La Salle St. Chicago, Ill.

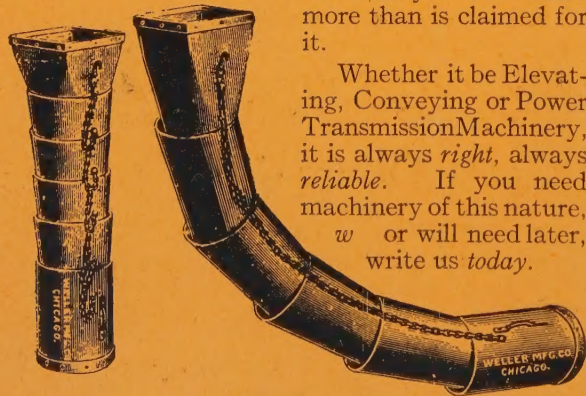
WELLER-MADE



Weller Machinery

embodies the very best in quality, construction and utility. It is all and more than is claimed for it.

Whether it be Elevating, Conveying or Power Transmission Machinery, it is always right, always reliable. If you need machinery of this nature, write us today.



WELLER Spiral, Belt or Apron Conveyors, Wagon Dumps, Scoops, Buckets, etc. or the WELLER Power Transmission Machinery are supreme for their specific use.

Weller Mfg., Co., Chicago
New York Office, 50 Church St.



What more need be said?

There has never been a Dust Explosion in any mill or elevator where "The Day Dust Collecting System" has been installed.

Don't wait for the calamity to happen, but take up the matter at once with

THE DAY COMPANY
38 South 12th Street Minneapolis, Minn.